BY ORDER OF THE COMMANDER
8TH FIGHTER WING

AIR FORCE INSTRUCTION 21-101

COMBAT AIR FORCE
Supplement

8TH FIGHTER WING
Supplement

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Maintenance

AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT

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This supplement implements and extends the guidance of Air Force Instruction (AFI) 21- 101, *Aircraft and Equipment Maintenance Management*, and Air Combat Command, United States Air Forces in Europe and Pacific Air Forces Supplement (CAF Sup). This supplement describes policies and procedures governing aerospace equipment maintenance management and applies to all assigned, attached or associated units of the 8th Fighter Wing that maintain aircraft, aircraft systems, equipment, support equipment, and components. This supplement applies to all units assigned to the 8th Fighter Wing (8 FW). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route the AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. This supplement contains major changes, all changes are identified (Added).

2.20. **(Added)** Aircraft Towing.

2.20.1. **(Added)** The tow supervisor will complete the 8 MXG Form 16, F-16 HANGARING Checklist, and attach to aircraft after tow is complete.

2.20.2. **(Added)** MXG/CC approval will be obtained prior to hangaring two aircraft in one PAS. Proper positioning of two aircraft is illustrated in Attachment 2.

2.20.3. **(Added)** Download all live munitions before hangaring aircraft.

4.6.18. **(Added)** Ensure serviceable external tanks are properly stored in revetments and/or PASs and ensure the tank farm is only utilized as a temporary holding area and not for storage.

4.7.2.1. **(Added)** In addition, debrief will coordinate with aircrew to ensure 8 MXG Form 12, Flight Safety Worksheet, is accomplished and sent to Flight Safety after any flight results in a ground emergency, abort, in-flight emergency, incident or unusual occurrence.

4.9.6.4. **(Added)** Ensure 8th Maintenance Operations Flight, Engine Management Element is notified when serially controlled engine components are received from Supply prior to installation.

4.10.1.30. **(Added)** Ensure personnel have the following completed prior to initial load crew training:

4.10.1.30.1. **(Added)** Complete Weapons Academics, Maintenance Orientation, Egress and Aerospace Ground Equipment Familiarization, and ensure proper documentation in Training Business Area.

4.10.1.30.2. **(Added)** Additionally, at a minimum, ensure training start dates for MJ-1, MHU-83, A/M 32A-60, A/M32C 10, and ADU-537 A/E are entered into Training Business Area. If the member is fulfilling a number three position, ensure trainee possesses a valid AF Form 483, *Certificate of Competency*.

4.10.1.31. **(Added)** Ensure all required documentation is correct and accompanies all AME/NIE prior to turning into 8 MXS/MXMR for maintenance/inspections.

4.10.1.31.1. **(Added)** Maintain accountability of all assigned AME by location and condition.

4.10.1.31.2. **(Added)** Provide the 8 MXS/MXMR a completed inventory quarterly or upon change of primary or alternate AME/NIE monitors.

4.10.1.31.2.1. **(Added)** Coordinate with 8 MXS/MXMR to re-accomplish AF IMT Form 1297, *Temporary Issue Receipt*, after mandated inventory is accomplished. Ensure AF IMT Form 1297 is completed within 30 days of AME/NIE monitor appointment.

4.10.1.31.2.2. **(Added)** Sign for each piece of equipment issued by the 8 MXS/MXMR on a AF IMT Form 1297. The AF Form 1297 will reflect the type, NSN, and total quantity of

each type of equipment assigned. An IMDS Screen 469 Job Standard printout will be attached, listing the serial numbers and inspection due dates of each piece of equipment.

4.10.1.31.2.3. **(Added)** Ensure AME scheduled for periodic inspection is delivered to 8 MXS/MXMR NLT 4 hours after Fridays AMUs last scheduled sortie landing. Coordinate exceptions with the 8 MXS/MXMR scheduler or shift supervisor.

4.10.1.32. **(Added)** Coordinate all aircraft transfers with 8 MXS/MXMR to verify serial numbers of AME/NIE being transferred.

4.10.1.33. **(Added)** Provide 8 MXS/MXMR a list of deployed AME/NIE, by serial number, no less than 3 days prior to sending aircraft off station.

4.10.1.34. **(Added)** Coordinate all jettisoned/lost AME/NIE serial numbers with 8 MXS/MXMR. Provide a letter endorsed by the 8th Aircraft Maintenance Squadron Commander (8 AMXS/CC) acknowledging jettisoned or lost equipment by type and serial number and from what aircraft the items were jettisoned/lost if applicable.

4.10.1.34.1. **(Added)** Ensure when equipment is transferred, jettisoned, lost, or otherwise removed from the inventory or when new equipment is assigned; a new AF IMT Form 1297 and IMDS screen 469 will be printed and signed by the AMU monitor.

4.10.2.2.1. **(Added)** When an ALE-50 Launcher Controller or Magazine are removed from an aircraft a Red X will be placed in the AFTO-781A forms reflecting that either one or both have been removed and need to be reinstalled prior to flight.

4.10.4.1.1. **(Added)** AME found to have malfunctions/PRDs during aircraft troubleshooting will be brought into the 8 MXS/MXMR as soon as practical after aircraft troubleshooting is accomplished.

4.10.4.1.2. **(Added)** Ensure ALE-50 pylon launcher controllers are removed from the Missile Launcher Pylon (MLP) prior to transporting to 8 MXS/MXMR for maintenance/inspection.

4.10.4.1.3. **(Added)** Ensure AME/NIE turned into 8 MXS/MXMR is complete (e.g., attaching hardware, dust caps, etc.) with basic post operation inspections completed and an IMDS screen 122 properly annotated with tags attached to the equipment. (IMDS screen 122 is not required for equipment due in for scheduled maintenance).

4.10.4.1.3.1. **(Added)** Any accessory/hardware components will be attached via screw/parts bags (properly annotated) or in the pylon pouch.

4.10.4.1.3.2. **(Added)** Ensure all AME/NIE is transported only on F-2 trailers to prevent damage during transport.

4.10.4.1.3.3. **(Added)** WWPs will include a MAU-12 bomb rack with orifices, Advanced Conventional Remote Interface Unit (ACRIU), in-flight lockout bolt and mounting hardware.

4.10.4.1.3.4. **(Added)** CLPs will include a MAU-12 bomb rack with orifices and in flight lock out bolt and mounting hardware.

4.10.4.1.3.5. **(Added)** Removal of ACRIUs and MAU-12 bomb racks from the WWP/CLP is normally restricted to the 8 MXS/MXMR. The pylons will be removed and transported to the 8 MXS/MXMR for the appropriate action. Any exceptions to this require prior coordination

between Armament Flight Chief and Weapons Sections NCOIC to include plan to ensure IMDS updates.

4.10.4.1.3.6. **(Added)** S210 will include an Advanced Missile Remote Interface Unit (AMRIU) or Missile Remote Interface Unit (MRIU) detent pin and all appropriate dust caps.

4.10.4.1.3.7. **(Added)** **LAU**-129 Missile Launchers will include an AMRIU.

4.10.4.1.3.8. **(Added)** Removal of Remote Interface Units (RIUs) from the S210 and LAU 129 missile launcher is restricted to the 8 MXS/MXMR. The missile launchers will be removed and transported to 8 MXS/MXMR for appropriate action.

4.10.4.1.3.9. **(Added)** TERs may be turned into the 8 MXS/MXMR in either heavy or practice bomb configuration, and will include guns, breeches, and cable. AMUs are responsible for maintaining reconfiguration equipment removed from TERs.

4.10.4.1.4. **(Added)** Ensure Basic Post Flight (BPO) inspection is accomplished on all equipment prior to turn in, except equipment that is impounded or has a Pilot Reported Discrepancy (PRD).

4.10.4.1.5. **(Added)** When turning in equipment requiring unscheduled maintenance, the AMU will create a JCN with the discrepancy clearly annotated in IMDS. The JCN will also be annotated on the AFTO Form 350. Prior to accepting the equipment, 8 MXS/MXMR personnel will verify maintenance snapshot is attached. See table 4.4.

Table 4.4. (Added) AME/NIE Turn in Requirements

CENTERLINE PYLON	MAU-12 Sensing Switch Cap
	In-flight safety lockout bolt installed
	Dust caps on connectors (4 ea.)
	Impulse cartridge retainers and liners (2 ea.)
WING WEAPONS PYLON	Attach bolts and spacers (set of 3)
	MAU-12 Sensing Switch Cap
	In-flight safety lockout bolt installed
	Dust caps on connectors (4 ea.)
BRU-57	Aft weapons umbilical and retenstion assemblies installed
	Dust caps on connectors (3 ea.)
LAU-129	AIM-120 umbilical dust cap (phenolic cap)
	AIM-9 umbilical dust cap
	Dust cap on connector (1 ea.)
TER-9	Sensing switch covers on stations (3 ea.)
	Dust cap on connector (1 ea.)
LAU-117	Dust caps on connectors (2 ea.)
	Rubber covers on umbilical shroud (1 ea.)
LAU-118	Dust caps on connectors (3 ea.)
	Annotate AFTO Form 350 tag that data has been declassified
SUU-20	Safety Clip (1 ea.) with pins (6 ea.)
	Dust cap on connector (1 ea.)
UNDER WING ADAPTER	Dust caps on connectors (2 ea.)
ALE-50	Dust caps on connectors (2 ea.)
LAU-131	End Caps (2 ea.)
	Safety pin (1 ea.)
	Dust caps on connectors (2 ea.)
M61A1 Gun System	Dust cap on connector/units (4 ea.)
	Two AFTO Form 350 Tags (1 ea. for gun/1 ea. for ammunition handling set)
All AME/NIE will have complete AFTO Form 350 tag attached. The AMU Weapons Section will ensure a Basic Post Flight (BPO) inspection has been accomplish on all equipment prior to turn in, except equipment that is impounded or has a pilot reported discrepancy (PRD). All accessories/hardware components will be attached via screw/parts/pylon bags.	

4.10.4.8. **(Added)** Identify a primary and alternate AME/NIE monitor by letter to the 8 MXS/MXMR annually or when personnel responsibility changes. They will serve as the POC for all matters concerning status of AME/NIE.

4.10.5.4.1.1. **(Added)** Include munitions removed and retained by EOD on an AF Form 2434, *Munitions Configuration and Expenditure Document*, for reconciliation purposes.

4.10.5.14. **(Added)** Weapons Expediters will ensure all bomb lifts are cycled to the AGE flight no later than the end of swing shift on the last normal duty day of each week for functional checks and proper servicing. Legitimate reasons for not meeting prescribed return time of

unit(s) will be coordinated through 8 MXS/MXM or MXS Pro Supers to the on shift AGE Supervisor

5.5.1.2.1. **(Added)** All Aircraft Hydraulic Systems technicians assigned to Kunsan AB are assigned to the 8 MXS Hydraulic Backshop, and complete Fundamental and Attack/Fighter MDS training requirements as set forth in CFETP2A6X5 to include attachment 13. These requirements are complied with within the 8 MXS Hydraulic backshop with no requirement to rotate to another unit.

5.5.1.2.2. **(Added)** This letter establishes procedures to ensure all 8 MXG E/E technicians meet both on and off equipment upgrade training requirements as set forth in CFETP2A6X6. These requirements will be met by rotating flightline technicians from 8 AMXS into the 8 MXS E/E back shop to complete off equipment training requirements.8 MXS personnel are not required to rotate to the flightline as all required on equipment training is completed through the performance of F-16 phase inspections.

5.5.1.2.2.1. **(Added)** Ensure all 8 MXG E/E technicians meet both on and off equipment upgrade training requirements as set forth in CFETP2A6X6. These requirements will be met by rotating flightline technicians from 8 AMXS into the 8 MXS E/E backshop to complete off equipment training requirements. 8 MXS personnel are not required to rotate to the flightline as all required on equipment training is completed through the performance of F-16 phase inspections. Personnel upgrading to AFSC 2A676 will rotate to 8 MXS for no less than one week, and no more than one month. As a matter of policy, E/E personnel are not assigned to Kunsan AB until they have successfully upgraded to AFSC 2A656, however if an individual does require 2A656 upgrade training he/she will rotate to 8 MXS for no less than two weeks, and no more than one month. Personnel rotations will be coordinated between the 8 MXS/MXMC and 8 AMXS Specialist Section Chiefs at least two weeks prior to the rotation start date. In order to minimize mission impact no more than two trainees will be rotated into 8 MXS at any given time.

5.5.3.1.8. **(Added)** Hangar 2 (Building 2241) is the primary facility for scheduled canopy and/or seat removals. Hangars 1 (Bldg 2242), 3 (Bldg 2240) and the fuel barn (Bldg 2257) may be used when Hangar 2 is not available. Any location that does not violate height, width or safety requirements may be used. Canopies and/or seats may be removed and/or installed on aircraft that are parked in a PAS to FOM, however, width and height limitations in the aircraft shelters and flows limit seat/canopy removal on D models.

5.5.3.1.8.1. **(Added)** Aircraft placed in facilities with operational fire suppression systems will have canopies closed when maintenance requiring access to the cockpit is not being performed. Aircraft with canopies removed will have a locally manufactured cockpit cover installed to satisfy this requirement.

5.5.3.1.8.1.1. **(Added)** Facilities equipped with a fire suppression system include: Hangars 1, 2 & 4, and Hush House 1 & 2.

5.5.4.1.9. **(Added)** Determine what fuels and hydrazine maintenance not covered in this instruction are considered minor and major maintenance.

5.5.4.1.9.1. **(Added)** Hydrazine maintenance areas are defined as areas that are approved for catalyst/line purge, tank depressurization, removal and replacement, refurbishment of gas

generator, removal and replacement of EPU components, purging of EPU monopropellant test set and monopropellant operational checks.

5.5.4.1.9.1.1. **(Added)** Hydrazine Servicing can only be completed in Hydrazine Servicing Plant (Bldg. 2248).

5.5.4.1.9.2. **(Added)** Hydrazine maintenance as defined in para 5.5.4.1.9.1. may be accomplished in any of the following locations:

5.5.4.1.9.2.1. **(Added)** All JUVAT Flows.

5.5.4.1.9.2.2. **(Added)** PAS: 1, 2, 3, 5, 6, 7, 11, 12, 13, 14, 15, 16, 19, 20, 21,22, 30, 31, 32, 33, 34, 35, 36, 37, 39, 40 and 42.

5.5.4.1.9.2.3. **(Added)** Tree area PAS: 47, 48, 49, 50, 51, 52, 53, 54 and 55.

5.5.4.1.9.2.4. **(Added)** Fuel Barn (Bldg. 2257) and revetments 1 through 3 outside of Fuel Barn (Bldg. 2257).

5.5.4.1.9.2.5. **(Added)** Authorized open fuel system and hydrazine system maintenance areas are Bldg. 2257 (Fuel Barn) and revetments 1 through 3 outside of Fuel Barn (Bldg 2257).

5.5.4.1.9.2.6. **(Added)** Bldg. 2413 and 2442 are certified as authorized alternate fuel cell maintenance facilities. Certification letter will be kept current and on file by the 8 MXS/Fuels Section. Non-currency for any reason will be immediately communicated to the MXG/CC.

5.5.4.1.9.3. **(Added)** Full air/fuel leak checks are authorized in Fuel Barn (Bldg 2257) by means of refueling, defueling or fuel transfer within the facility per T.O. 1-1-3, Inspection and Repair of Aircraft Integral Tanks and Fuel Cells, Chapter 2, paragraph 2.9.2.2, Chapter 3, para 3.1.1., and Chapter 5, 5.2A. These procedures can only be used if the facility AFFF fire suppression system is active and operational.

5.5.4.1.9.4. **(Added)** Definitions:

5.5.4.1.9.4.1. **(Added)** MINOR fuels systems maintenance consisting of the following and may be performed in any designated aircraft parking location:

5.5.4.1.9.4.1.1. **(Added)** Wing turbine pumps.

5.5.4.1.9.4.1.2. **(Added)** Fuel flow transmitters.

5.5.4.1.9.4.1.3. **(Added)** Fuel pump pressure switches.

5.5.4.1.9.4.1.4. **(Added)** Wing crack inspections.

5.5.4.1.9.4.1.5. **(Added)** Engine feed manifold.

5.5.4.1.9.4.1.6. **(Added)** External leak repairs/injections.

5.5.4.1.9.4.1.7. **(Added)** Wing fuel probes.

5.5.4.1.9.4.1.8. **(Added)** In-Flight Refueling Maintenance

5.5.4.1.9.4.2. **(Added)** MAJOR fuels systems maintenance consists of any task requiring fuselage panel removal, to include the vent box and external wing tank work requiring disassembly.

5.7.3.15.1. **(Added)** In coordination with Fabrication Flight maintain a painting program for AME/NIE equipment.

5.7.3.15.2. **(Added)** Use of authorized materials will be used per Technical Order 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment*, paragraph 3.1, Surface Preparation for Painting and Chemical Prepaint Surface Treatment, provided by the Fabrication Flight. Additional guidance found with CAFI21-105_8FWSUP, Aerospace *Corrosion Control Procedures*, in conjunction with 35-1-3, *Armament Equipment Technical Order*, paragraph 3.3, Requirements for Painting Field Level, will be utilized in scheduling all pieces of AME/NIE. Equipment stencils will be removed prior to the painting process. All other preparation work, painting, re-application of required stenciling for each piece of scheduled equipment will be completed prior to release back to the Armament AME section.

5.7.3.15.3. **(Added)** The Armament Maintenance NCOIC will identify the quantity and type of equipment requested for a full paint IAW with CAFI21-105_8FWSUP with prior coordination and approval from corrosion/armament supervision. Corrosion Control will paint a maximum of 8 pieces of AME per week, totaling 32 pieces per month. The equipment identified for paint will be dropped off to corrosion on Tuesday of each week and will be returned to Armament by the following Tuesday.

5.7.3.15.4. **(Added)** Frequency requirements will be on an as required basis per individual AME/NIE technical order.

5.7.3.16. **(Added)** Ensure completion of proper acceptance and preparation-for-use inspections.

5.7.3.17. **(Added)** Ensure that the WEAPONS Malfunction Data Base is updated daily to include Pilot Reported Discrepancies, aircraft armament malfunctions, AME/NIE malfunctions, and weapons malfunctions with serial numbers of the components.

5.7.4.5.1. **(Added)** Provide 8 MOF/MXOOP a listing of the AME due inspections the following week for inclusion in the monthly maintenance schedule, no later than Wednesday of each week.

5.7.4.5.2. **(Added)** 8 MOF/MXOOP will provide the 35 AMU and 80 AMU schedulers and weapons sections an updated list of 20mm guns due inspection, by gun system serial number, no later than the 22nd of each month.

5.7.4.7.1. **(Added)** The Armament shop will have a minimum of 72 hours to perform 18-month gun inspections and return the same gun to the AMU. The Special Purpose Recoverable for Authorized Maintenance (SPRAM) gun may be available for issue to the AMU for scheduled (serviceable) gun removals when the Armament shop cannot meet the 72-hour deadline, or the original gun becomes unserviceable due to AWM/AWP status. Any SPRAM gun transaction will be coordinated through the MXS Supervision/Production Supervisor.

5.7.4.7.2. **(Added)** The SPRAM gun may also be available for issue to the AMU for unscheduled gun removal due to an unserviceable or unknown condition, unless aircraft downtime will allow the Armament shop to return the original gun.

5.7.5.6. **(Added)** Ensure that proper and completed conditions tags accompany AME/NIE equipment.

5.7.5.7. **(Added)** Control, maintain, account for and replace electrical cables.

5.7.5.8. **(Added)** Determine Exercise/Contingency AME dispersal plan.

5.7.5.8.1. **(Added)** Coordinate with assigned AMU Weapons sections prior to exercise/contingency to disperse AME. Determine available location within the Armament Flights facilities to effectively disperse AME.

5.7.5.8.2. **(Added)** Record AME equipment type, quantity and serial number, and location. Ensure AMU Weapons Expediters sign receipt for AME assets dispersed withing their respective work areas. Coordinate with Weapons Expediters routinely to ensure accurate accountability of AME assets throughout exercise/contingency.

5.7.5.8.3. **(Added)** Upon exercise/contingency completion, coordinate with AMUs to load, transport, and store AME in its pre-dispersed locations.

5.7.5.9. **(Added)** Coordinate AME/NIE Not Repairable This Station (NRTS) action with the applicable AMU.

5.7.5.10. **(Added)** Coordinate with Special Purpose Recoverable Assets Maintenance (SPRAM) account custodian to reconcile jettisoned, lost or transferred AME from the SPRAM account.

5.7.5.11. **(Added)** Perform preparation for use and acceptance inspections as required.

5.7.5.12. **(Added)** Track required inspections for accepting equipment depending on what status the equipment is placed in (in-use, ready storage, or extended storage

5.7.5.13. **(Added)** Check technical manuals for any time change requirements for equipment received from supply.

5.9.1.3.1. **(Added)** As well as AFI 21-105, PACAF, Local Supplements, and Operating Instructions.

5.9.1.5. **(Added)** Ensures all aircraft paint touch-up operations are accomplished in Building 2820, unless small touch-up operations are permitted by 8th Medical Operations Squadron, Bioenvironmental Engineering Element (8 MDOS/SGOAB).

5.9.1.6. **(Added)** In coordination with Armament Flight maintain a painting program for AME/NIE equipment.

5.9.1.7. **(Added)** In accordance with CAF 21-105, *Air and Space Equipment Structural Maintenance*, paragraph 2.3, the Corrosion Prevention and Control Program ensures structural integrity of air and space systems and supporting equipment by preventing, assessing, detecting and controlling the damage and effects of corrosion.

5.9.1.8. **(Added)** Use of authorized materials will be used per Technical Order 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment*, paragraph 3.1, Surface Preparation for Painting and Chemical Prepaint Surface Treatment, provided by the Fabrication Flight. Additional guidance found with CAFI21-105_8FWSUP, *Aerospace Corrosion Control Procedures*, in conjunction with 35-1-3, *Armament Equipment Technical Order*, paragraph 3.3, Requirements for Painting Field Level, will be utilized in scheduling all pieces of AME/NIE. Equipment stencils will be removed prior to the painting process. All other preparation work, painting, re-application of required stenciling for

each piece of scheduled equipment will be completed prior to release back to the 8 MXS/MXMR section.

5.9.1.9. **(Added)** 8 MXS/MXMR will identify the quantity and type of equipment requested for a full paint IAW with CAFI21-105_8FWSUP with prior coordination and approval from corrosion control/armament supervision. Corrosion Control will paint a maximum of 8 pieces of AME per week, totaling 32 pieces per month. The equipment identified for paint will be dropped off to corrosion on Tuesday of each week and will be returned to Armament by the following Tuesday.

5.9.1.10. **(Added)** Frequency requirements will be a on as required basis per individual AME/NIE technical order.

5.10.6.12. **(Added)** Additional inspection services provided to Kunsan-specific MDS aircraft will include "Thru-flight" or "Combined Pre-flight/Basic Post-flight" inspections.

5.10.6.12.1. **(Added)** Transient aircraft with MDS other than those based at Kunsan Air Base will be recovered, serviced and launched IAW 8FW LCL- MS/TA checklist(s) or applicable -6WC technical orders.

6.2.6.10.1. **(Added)** Additions, deletions or changes to unit work center and mnemonic codes must be submitted to IMDS DBM in writing by squadron supervision (e-mail is an acceptable means). The IMDS DBM will validate the request and coordinate with Training, Manning and PS&D. If approved, IMDS DBM will then take action.

6.2.6.10.2. **(Added)** The IMDS DBM will conduct an annual review of unit work center and mnemonic codes to ensure each is current to meet the unit mission.

6.2.6.16.4.8.2.1. **(Added)** Refer to **Attachment 15 (Kunsan-8 FW)** for applicable manual Job Control Numbers.

6.2.6.16.4.13.1. **(Added)** The DBM must coordinate with 8 FW Maintenance Operations Center and 8 MXG/MXQ to validate the occurrence of an aircraft incident before processing any IMDS procedures. When directed by MXG/CC, CD or CCC, DBM will perform the following functions:

6.2.6.16.4.13.1.1. **(Added)** STL (Serial Number Detail Report by Equipment Identifier)

6.2.6.16.4.13.1.2. **(Added)** PRA (Planning Requirements Report)

6.2.6.16.4.13.1.3. **(Added)** ARC (Automated Records Check Report by Equipment ID's)

6.2.6.16.4.13.1.4. **(Added)** FTR (Code 3 Fix Time Report)

6.2.6.16.4.13.1.5. **(Added)** TRE (Transfer Record for Equipment)

6.2.6.16.4.13.1.6. **(Added)** QMH (Maintenance History Report)

6.2.6.16.4.13.1.7. **(Added)** DOM (Documented Maintenance List)

6.2.6.16.4.13.1.8. **(Added)** EST (Summarized/Detailed Status)

6.2.6.16.4.13.1.9. **(Added)** SAE (Shop Equip Operational Inquiry)

6.2.6.16.4.13.1.10. **(Added)** AHE (Inquiry)

6.2.6.16.4.13.1.11. **(Added)** PTI (Parts Tracked Inquiry)

6.2.6.16.4.13.1.12. **(Added)** DRC (Debrief Sortie Recap)

6.2.6.16.4.13.1.13. **(Added)** AAM (Automated Forms Print)

6.2.6.16.4.13.1.14. **(Added)** PRD (Pilot Discrepancies Report)

6.2.6.16.4.13.1.15. **(Added)** Lock down affected aircraft in IMDS.

6.2.6.16.4.13.1.16. **(Added)** Electronically send all reports to 8 MXG/MXQA. Reports will cover at least 90 days of history unless otherwise requested.

6.2.6.16.6.9. **(Added)** The DIT members will be appointed in writing by the work center supervisor.

6.5. **(Added)** Combined Cross Servicing (CCS) Program.

6.5.1. **(Added)** The CCS Program for ROKAF and USAF aircraft is established by International Memorandum of Understanding FB52CX-MOUI-2016, maintained by 8th Maintenance Operations Flight, Operations Office (8 MOF/MXO). The functional OPR for CCS is 8th Maintenance Group, Wing Weapons Manager (8 MXG/MXW).

6.5.2. **(Added)** 8th Maintenance Squadron (8 MXS):

6.5.2.1. **(Added)** Provides task qualified TA personnel to perform CCS IAW T.O.00-20-1, *Aerospace Equipment Maintenance General Policy and Procedures*, Chapter 8.

6.5.3. **(Added)** 8 MXG/MXW Responsibilities:

6.5.3.1. **(Added)** Provides task qualified Lead Crews to perform CCS. Weapons Standardization will perform all scheduled CCS arming/de-arming actions. In unusual circumstances when WS is not available, any certified load crew member may perform arming/de-arming on F-16 aircraft only.

6.5.3.2. **(Added)** F-16 only. Upon notification of inbound combat cross- servicing and/or cross-servicing aircraft, coordinate with TA to obtain parking locations for weapons loading operations.

6.5.3.3. **(Added)** Verify parking location is sited and Net Explosive Weight (NEW) is adequate for munitions to be loaded.

6.5.3.4. **(Added)** Verify munitions are in place and match mission requirements.

6.5.3.5. **(Added)** Coordinate with AMXS weapons section chiefs/expediter to ensure load crews are available to support loading requirements.

7.1.1. Automated & AFTO IMT 95, documentation: PS&D will annotate all significant historical events which include, but are not limited to, PDM, depot level/contract field team (CFT) repairs, major structural repairs, modifications, and approved 107 requests on the aircraft automated 95. Records will be reviewed annually IAW 00-20-1 paragraph 9.6.4. When the review of automated records is accomplished include the name of the person who reviewed the records.

7.1.2. Standardized aircraft jacket files. PS&D will maintain an aircraft jacket file for all assigned aircraft. Maintain aircraft jacket files IAW with AFI 21-101 7.2.11 through 7.2.11.1.5 and the CAF supplement.

7.1.3. When directed, a missing forms letters will be initiated IAW 7.2.11.1.4 and CAF supplement for missing 781 Forms. A memorandum will be done for all other required missing items in the jacket file and placed in the jacket file in the missing items place. PS&D will maintain an annual jacket file review checklist that will remain in the jacket file after the inspection is completed up to the next inspection.

7.1.4. Pre-dock and post-docks: PS&D will ensure standardization of completed phase packages by filing the following products into the aircraft jacket file: AF Form 2410, *Inspection/TCTO Planning Checklist*, IMDS screen 122s for all completed job control numbers, IMDS screen 990 and 942, panel sheets, a listing of critical inspections, and gig sheets. Minimum attendees for the pre-dock and post-dock meetings will include the inspection dock chief, DCC or alternate DCC, production superintendent, and PS&D. Avionics, Propulsion, E&E, Structures, Armament, Fuels, NDI, and Egress will attend as required

7.1.5. PS&D will visit areas where documents decentralized from the aircraft jacket file are kept annually to ensure the documents are being properly maintained. The visit to the decentralized areas needs to be documented and maintained in PS&D. Documents at decentralized scheduling activities will be reviewed annually by the activity where the decentralized records are located at.

7.1.6. MSAT: P&S will use MSAT or any future HAF standardized maintenance scheduling application to ensure all applicable inspections, time changes, and TCTOs are being appropriately tracked. Discrepancies will be corrected in the MIS. Uncorrected errors will be briefed to the MXG/CD weekly, during the production meeting.

7.1.6.1. **(Added)** AFE Section will assist P&S in correcting AFE configuration errors. Upon request, provide applicable information from Flight Equipment Records Management System (FERMS). This will ensure IMDS/FERMS data for time change/inspection due dates match.

7.1.7. PS&D will maintain a master TCTO folder to which all other TCTO folders will mirror. Monthly/Weekly utilization and maintenance schedules will be standardized across the wing.

7.1.8. Aircraft and equipment records are collected and consolidated IAW LCL-MXG-003. All aircraft records will be frozen immediately upon notification of an accident and then be turned over to investigating agency. For impoundments, records will only be frozen when directed by MXG CC/CD/CCC.

7.1.9.1. **(Added)** Transfer inspections will be accomplished IAW AFI 21-101 and CAF supplements. Upon accepting an aircraft from PDM or any other place where maintenance has been performed on the aircraft, PS&D will review the associated records to make sure scheduled maintenance actions are correct. When permanently transferring an aircraft to another unit the TBE (IMDS screen 61) needs to be ran to check for errors prior to transfer. When gaining an aircraft from another unit inspection & time change requirements need to be validated and corrected after the aircraft has been gained. TCTOs also need to be checked to make sure they are all in the correct status. Refer to AFI 21-103 for AVDO responsibilities.

7.1.10. Accomplishment of an Aircraft Documents Review (ADR) checklist for home station and deployed units. This checklist will identify who initiates the ADR, reviewing agencies (to include the OAP lab), AFTO Form/IMT 781 entry requirements, agency responsible for completing the AFTO Form/IMT 781/MIS entry, and outline any configuration verification requirements.

7.1.10.2. **(Added)** PS&D will maintain a document review checklist for home station and deployed units.

7.1.12. Manual JCN assignment: Work center supervisors will ensure proper use of their assigned block of event numbers during extended IMDS-CDB downtime and deployment exercises/ORIs. The MOC Senior Controller will inform all work centers when to start using manual event numbers. Work center supervisors must ensure all manual JCNs are loaded into IMDS when the system comes back on line. The manual event number will consist of nine digits. The first two digits will be the current year. The next three digits will be the current Julian date and the last four digits will be one of a block of numbers assigned by this section. The listed event numbers in **Attachment 15** **(Added-8 FW)** of this publication are assigned to specific organizations or events within the FW maintenance areas. Work center supervisors must ensure all equipment form entries with manual JCNs for deployment exercises/ORIs are cleared IAW TO 00-20-1.

7.2.1.2.1. **(Added)** The Aircraft Document Review will be accomplished as follows: Every 30 days, before and after phase. Note-if an aircraft is away from home station and the last Automated Records Check was in excess of 30 days; perform an ARC within 3 duty days after return. The following items will be completed during the ARC: 8 MOF/MXOOP will schedule the ADR in the maintenance plan and the MIS. The ADR is a scheduled maintenance action and counts towards maintenance scheduling effectiveness computations. 8 MOF/MXOOP will use the checklist. All items listed on the checklist must be signed and dated by the appropriate agencies involved. The appropriate agency will complete the job loaded in MIS.

7.2.5.3.1. **(Added)** Work center requesting DFT/CFT assistance (i.e., 107M initiator) is responsible for contacting Wing PS&D and Quality Assurance to schedule the initial meeting upon team arrival.

7.2.5.3.2. **(Added)** Required attendees: Quality Assurance, Wing PS&D, DFT/CFT Lead, Owning organization, affected production superintendent or supervisor and other shop representative(s) as required.

7.2.5.4.1. **(Added)** Work center requesting DFT/CFT assistance (i.e., 107M initiator) is responsible for contacting Wing PS&D and Quality Assurance to schedule the post meeting upon work completion.

7.2.5.4.2. **(Added)** Required attendees: Wing PS&D, DFT/CFT Lead, Owning organization, affected production superintendent or supervisor and other shop representative(s) as required.

7.2.6.2.1.3.1. **(Added)** If deficiencies are found, provide recommendations, if any, to the TCTO manager and MXG/CC or MXG/CD

7.2.6.2.2.2.1. **(Added)** The following individuals will also attend TCTO meetings: 8FW TODO, lead production superintendents of owning Performing Work Centers (PWC), QA Weight and Balance (if TCTO changes weight and balance), AMUs/MXS/MOF SMEs or affected PWCs.

7.2.6.2.2.3.1. **(Added)** Due to centralization of schedulers, a single MOF PS&D TCTO manager exists for planning, scheduling and overseeing all aspects of TCTOs, the MOF PS&D TCTO manager will notify MDSA to run the TCTO synchronization program monthly. Results from the run will be forwarded to MOF PS&D and kept on file for a minimum of three months.

The MOF PS&D TCTO manager, or authorized representative, will process all IMDS TCTO screen 128 suspense's. All TCTO status changes will be made on the IMDS TCTO screen 525 filed in the TCTO folder unless a new 525 is printed and filed in the TCTO folder. All schedulers assigned to MOF PS&D are authorized to process IMDS screen 128 suspense's for each AMU. MSAT will be utilized daily to monitor and review suspense transactions. If kits/parts/tools are required for the accomplishment of the affected TCTO, LRS must be invited and attend the TCTO planning meeting. TCTO manager will establish and maintain TCTO folders for all AGE, Armament, Munitions, commodity, aircraft and manually tracked TCTOs. Folders for EM & AFE TCTOs need not be maintained in the MOF PS&D office. Coordinate with the flight service center on all TCTOs requiring kits, parts, or tools excluding petroleum products (such as fuel, lubricating oils, and solvents) and common use tools and equipment required to complete the modification. If Computer Program Identification Number (CPIN) is required for accomplishment of TCTO and is not readily available, order CPIN through 8 MXG TODO. Weekly review the MIS to ensure, at a minimum, ground dates, recession dates and status codes are correct. Maintain a slide depicting TCTO grounding within 90 days.

7.2.7.2.1.1. **(Added)** Egress section will perform a CAD/PAD inventory and verification of readily accessible egress items to ensure IMDS approved configuration items match the actual configuration during the 36-month seat, canopy and drogue chute inspections, verify the accuracy of the part number, serial number, work unit code, quantity, due date, DOM, DOI and lot number.

7.2.7.6.1. The MOF PS&D Time Change monitor will coordinate with AFE and Egress prior to submitting the quarterly CAD/PAD requisition to 8 MXS/MXMWMA (Munitions Accountability) to ensure time changes coming due within 9 months and/or between 12-month chute repacks and 12-month survival kit inspections are forecasted for replacement. MOF PS&D time change manager will order non- CAD/PAD items through the AMU supply section. Initiate an AF IMT 2005. Maintain a copy of the completed AF IMT 2005 with the document number until the asset is issued and the time change is completed. MOF PS&D time change manager will compile, plan, schedule and submit required quarterly forecast requisition paperwork to 8 MXS/MXMWMA (Munitions Accountability) by 15 Mar for quarter Jul-Sep, by 15 Jun for quarter Oct-Dec, by 15 Sep for quarter Jan-Mar and by 15 Dec for quarter Apr-Jun. MOF PS&D time change manager will coordinate with AFE prior to quarterly CAD/PAD forecast submission to ensure time changes coming due between chute repacks and survival kit inspections are forecasted for replacement to the maximum extent possible. MOF PS&D time change manager will coordinate with Egress prior to quarterly CAD/PAD forecast submission to ensure their records match what IMDS/MSAT shows coming due that quarter and to validate egress time changes are not being forecasted for removal beyond the maximum 9-month requirement. Time change manager will attend the weekly Shared Resources meeting. Adjust the Shared Resources spread sheet and all supporting documentation as changes are made as well as notifying applicable agencies. By the 5th of each month, the MOF PS&D time change manager will utilize the AF Portal (When available) to formally request issue of required munitions items for time changes forecasted for the upcoming (next) month. By the 15th of each month, the MOF PS&D time change manager will coordinate with 8 MXS/MXMWMA (Munitions Accountability) to ensure all egress/AFE CAD/PAD time change issue requests submitted for the following month are on-hand and available for issue. If components are not available and suspected to not arrive, the MOF PS&D time change manager will request a waiver

of such components. Waivers shall be submitted as required to prevent grounding conditions. Coordinate adjustments to the long range plan if part is will not arrive prior to scheduled replacement date.

7.2.11.1.2.1. **(Added)** For deployments/TDYs lasting more than 45 days with no IMDS support: all AFTO 95 items will be copied and MIS automated products - PRA, WTR and STL products will be on disk and sent with the aircraft/ maintenance unit. When pertinent documents are not sent with the aircraft, accumulated airframe hours, TCTO status, TCI status data on installed engines and critical components are sent from the operating location to the parent unit.

7.10.7. Manage all JSTs loaded to the JML for off-equipment items.

8.2.2.1. **(Added)** Review 8 MXG Form 12, *Flight Safety Worksheet*, for aircraft aborts, IFEs, and other incidents as required.

8.16.1.1.1. **(Added)** Aircrew flying OCF will coordinate with the squadron top three who, in turn, will coordinate with maintenance supervision in order to successfully accomplish the OCF. AMU supervision will coordinate with 8 MXG/MXQA on the OCF flight.

8.16.1.1.2. **(Added)** 8 MXG/MXQA will review aircraft forms, annotate the review in the aircraft forms prior to flight, and maintain a log of all OCF flights.

8.16.1.1.3. **(Added)** Forms review will include active and pulled forms related to the cause of the OCF. Annotate in aircraft forms; OCF due for: (Specific reason), AMU Supervision, 8 AMXS Supervision, 8 MXG/MXQ, 8 MXG/CC/CD/CEM, and pilot forms review due prior to OCF on a single red dash. Use IMDS JST when possible.

8.16.3.6. **(Added)** Coordinate with TA for any requirements.

8.16.3.7. **(Added)** Coordinate for 8 OG/CC and parent units, 8 OG/CC approval to fly FCF.

8.16.3.8. **(Added)** Brief aircrew on local procedures and airspace.

8.16.3.9. **(Added)** Coordinate with parent unit QA to obtain applicable checklist and other necessary items, as required.

8.16.3.10. **(Added)** Perform a preflight QVI on all aircraft requiring an FCF.

8.16.3.11. **(Added)** Review aircraft forms prior to FCF.

8.16.3.11.1. **(Added)** Forms review will include active and pulled forms related to the cause of the FCF. Annotate in aircraft forms; FCF due for: (Specific reason), AMU Supervision, 8 AMXS Supervision, 8 MXG/MXQA, 8 MXG/CC/CD/CEM, and pilot forms review due prior to FCF on a single red dash. Use IMDS JST when possible.

8.16.3.12. **(Added)** Brief FCF aircrew on the nature of the FCF, open discrepancies, maintenance performed, fuel load, aircraft configuration, etc.

8.16.3.13. **(Added)** Accompany the aircrew during preflight and be present for debriefing.

8.16.3.14. **(Added)** Forward FCF information to the Command Post (8 FW/CP) who will, in turn, forward the information to the transient aircraft's home station.

8.16.4.1. **(Added)** FCF will be configured as required per 8 MXG/CC and 8 OG/CC.

8.16.5.2. **(Added)** Prior to the Exceptional Release, review aircraft forms and IMDS for corrective actions of discrepancies documented.

8.16.5.2.1. **(Added)** Forms review will include active and pulled forms related to the cause of the FCF. Annotate in aircraft forms; FCF due for: (Specific reason), AMU Supervision, 8 AMXS Supervision, 8 MXG/MXQA, 8 MXG/CC/CD/CEM, and pilot forms review due prior to FCF on a single red dash. Use IMDS JST when possible.

8.16.5.3. **(Added)** FCFs are flown with full internal fuel.

8.16.5.4. **(Added)** Once the FCF is complete, the pilot will debrief at the appropriate AMU.

8.16.5.5. **(Added)** Determine if the aircraft requires an FCF based on T.O requirements. If not specified, the 8 MXG/CC will make the determination.

8.16.7.1. **(Added)** Contact home station 8 MXG/MXQA and alert them of the situation requiring and FCF.

8.16.7.2. **(Added)** Contact the 8 MXG/MXQA office and TA office at the off- station location and coordinate with them for their local FCF guidance.

8.16.7.3. **(Added)** Ensure AFTO Form 781 forms are correct and reviewed by a 8 MXG/MXQA representative.

8.16.7.4. **(Added)** Ensure the release status and any discrepancies are forwarded to the home station 8 MXG/MXQA FCF office.

8.16.7.5. **(Added)** An 8 MXG/MXQA representative, if available at the off- station location, will accompany the pilot during preflight.

8.16.7.6. **(Added)** The FCF pilot must coordinate for airspace considerations to include supersonic airspace and Special Use Airspace for maneuvering.

9.4.4.1. **(Added)** Impoundment procedures for hung or multiple release of ordnance and gun system malfunction.

9.4.4.1.1. **(Added)** The Weapons Section Chief will ensure a qualified 7-level 2W1 is assigned as lead technician for troubleshooting the aircraft in question.

9.4.4.2. **(Added)** If the cause of a hung munition, delayed or multiple release, gun malfunction, or system damage cannot be determined, the aircraft will be impounded.

9.4.4.2.1. **(Added)** If the hung munition, delayed or multiple release, or gun malfunction is cause for an aircraft to be impounded and further troubleshooting can pinpoint the cause originates from a faulty bomb rack, missile launcher, or gun system, the owning AMU and QA will clear the aircraft impoundment and QA will issue new impoundment paperwork for the affected bomb rack, missile launcher, or gun system.

9.4.4.3. **(Added)** Every attempt will be made to duplicate the malfunction prior to removing any components from the aircraft. The Weapons Section will consult the applicable AFETS representative as needed to assist in isolating the malfunction.

9.4.12. **(Added)** Mandatory for aircraft experiencing Dual FLCS failure in flight.

9.4.13. **(Added)** Mandatory for an uncommanded activation of EPU (except for battery fail) or failure of the EPU to operate in flight.

9.4.14. **(Added)** Anytime there is an uncommanded flight control malfunction, or departure from controlled flight, the aircraft will be impounded.

9.4.15. **(Added)** Mandatory for aircraft experiencing a third repeat (i.e., third consecutive occurrence) of the same safety of flight system/subsystem (engines, hydraulics, flight controls, fuel system, landing gear, and electrical system) malfunctions.

9.4.16. **(Added)** Mandatory for an uncommanded initiation of any component in an aircrew escape system.

9.6.14. **(Added)** Aircraft to equipment transfers: (e.g., gun system, AME, pods, etc.)

9.6.14.1. **(Added)** The affected equipment will be tagged with a new AFTO Form

350. The AFTO Form 350 will be bordered in red and the word IMPOUNDED written in red on the bottom. A new impoundment control number will be generated for the equipment.

9.6.14.2. **(Added)** The 781A original discrepancy must include the statement, "Impoundment transferred to ".

9.6.14.3. **(Added)** Both the aircraft forms and the component forms (AFTO 350 tag, work package, etc.) must be present during the MXG/CC or designated representative clearing interview. The component forms will be documented as impounded with a new control number assigned by QA.

10.2.1.1.1. **(Added)** Weapons load crew crimpers, die, and or lead seals are not used at Kunsan. Only blade blend certified personnel are authorized to sign out engine blade blending blue dye.

10.2.1.1.2. **(Added)** TC MAX will be used to limit control of items as required.

10.2.1.2.1. **(Added)** Dispatchable CTKs/TKs will have an inventory conducted and documented every 30 days, to include E-Tools.

10.2.1.2.1.1. **(Added)** E-Tools 30-day inspection will also include checking the cabinet filters for dust and debris.

10.2.1.3.1. **(Added)** The 8 FW Warranted Tool Program is for Snap-On tools; procedures are contained in the manufacturer's warranty.

10.2.1.4.2.1.1. **(Added)** Replacement tools will not be issued without receipt of the unserviceable tool or documentation indicating the tool is lost and reported. Replacement tools must be marked with the CTK WWID prior to issue

10.2.1.5.1. **(Added)** Job Site Transfer. Because of the necessity to disperse assets in wartime and simulated wartime periods, the tool turnover procedures below will be followed when mission needs occur such as local exercises and IG inspections lasting more than one day and during contingencies. Note: The term AF Form 1297 Temporary Issue Receipt, as used throughout this paragraph and its sub-paragraphs, refers to AF Form 1297 or TC Max generated issue documents (suitable AF Form 1297 substitute).

10.2.1.5.1.1. **(Added)** Because of the necessity to disperse assets in wartime and potential wartime periods, such as armistice, and simulated wartime periods, tools and equipment are authorized to be sub-located into each PAS and flows.

10.2.1.5.2. **(Added)** Sub-located tool/equipment sign out procedures:

10.2.1.5.2.1. **(Added)** Technicians who use sub-located tools or equipment will sign out the keys from their respective support section.

10.2.1.5.2.2. **(Added)** Once the technician is assigned a key or an item, they will perform a 100% inventory.

10.2.1.5.3. **(Added)** Sub-located tool/equipment turnover procedures:

10.2.1.5.3.1. **(Added)** The individual who has the item signed out, the individual accepting the item and the third party inspector (support representative or SCR appointed NCO) must complete a 100% inventory. If there are no discrepancies, the incoming technician will complete an AF Form 1297, to include employee number. Return the AF Form 1297 to the expediter or support section for input to TC MAX.

10.2.1.5.4. **(Added)** Sub-located tool/equipment sign-in procedures:

10.2.1.5.4.1. **(Added)** At the end of each shift, a support representative or SCR appointed NCO will inspect the tool or equipment to ensure all items are accounted for. He/she will sign the AF Form 1297 verifying that all items are accounted for. Under no circumstances will a person sign in an item he/she has signed out.

10.2.1.7.1. **(Added)** Tool and equipment identification designators are listed on **Attachment 16 (Added-8 FW)**.

10.2.7.8.1. **(Added)** PPE shall remain under the positive control of the user at all times. When left unattended PPE shall be secured in a manner that prevents unauthorized use.

10.2.1.10.1. **(Added)** The CTK custodian, or a designee, will coordinate the procurement of tools with the GPC cardholder.

10.2.1.11.1. **(Added)** Locally manufactured tools will be controlled in the same manner as procured tools.

10.2.1.12.1. **(Added)** Depot teams, factory representatives, and contract field teams will be held to the same tool control standards as outlined in AFI 21-101 and this supplement.

10.2.1.13.1. **(Added)** Procedures for sub-located CTKs are located in paragraph 10.2.1.5.

10.2.1.14.1. **(Added)** CDDAR and Hydrazine response vehicles with permanently stored equipment and/or tools will be treated as a CTK and tracked in TC MAX. All equipment and/or tools will be inventoried buy the user upon issue and by the support personnel upon turn-in.

10.2.1.15.1. **(Added)** Individuals will not sign or scan in their own CTK, chits or equipment.

10.2.1.15.2. **(Added)** Individuals that sign out the support section/tool room, will not sign the support section/tool room back in. When situations arise, the Squadron Production Superintendent or any SNCO must inventory support section/tool room at end of shift.

10.2.1.16.1. **(Added)** Minimize access to the support section by locking the room and/or CTK when not in use. Ensure only those members identified in writing by the AMU/Flight OIC or NCOIC are allowed unescorted access to the support section when in use.

10.2.1.17.1. **(Added)** AFE will follow AFI 11-301 V1, AFI 21-101 (Chapter 10) and AFMAN 23-110, V2 (Part 13, Chapter 8) as well as MAJCOM and wing/unit directives/supplements to execute effective CTK program and lost tool procedures.

10.2.1.17.2. **(Added)** AFE is authorized to manually track all their CTKs. AFE sections are not required to use the automated TCMax.

10.2.1.17.2.1. **(Added)** AFE CTK sign in and CTK sign out will be documented on CAF Form 140.

10.2.1.17.2.2. **(Added)** AFE CTKs will include a locally developed Master Inventory List (MIL).

10.2.1.17.2.3. **(Added)** AFE will verify inventory all tools using the Master Inventory List before starting and after completion of each job.

10.2.1.17.3. **(Added)** AFE members will initiate CAF Form 145 if lost tool is not found within 1 hour.

10.2.1.17.3.1. **(Added)** AFE will route the CAF Form 145 to the AFE Flight Superintendent for coordination.

10.2.1.17.3.2. **(Added)** The AFE Flight Superintendent will immediately inform the Maintenance Operation Center (MOC) of the lost tool. MOC will follow normal checklist procedures.

10.3.10.1. **(Added)** All Kunsan issued green IPE flash-lights, that enter the CMA, (Battle Rattle), will be marked, not etched, IAW 10.3.10.

10.3.14. **(Added)** All users are responsible for ensuring portable flight line fuel bowsers are used only for disposal of aircraft JP-8. Each applicable AMU Support seciton will coordinate removing any contaminants from reclaimed fuel and empting of fuel bowsers

10.4.2.2.1. **(Added)** A complete inventory will be conducted every 180 days, documented by letter, signed by the flight chief and maintained by CTK custodian. This is to include E-Tools and associated hardware.

10.4.3.3.1. **(Added)** E-Tools will be used for the sole purpose of viewing digitized technical data. If the capability to access WIFI internet exists, then E-Tools may be used for IMDS, FEDLOG, RAMPOD, and SBSS or any other form of maintenance documentation deemed official and authorized. E-Tools will not take the place of desktops or be used to check e-mails, or surf the internet.

10.5.4.1. **(Added)** For safety, clearly mark all flight line dispatchable tool kits and equipment with reflective tape.

10.8.1.1.1. **(Added)** When notified, MOC will initiate a Quick Freeze checklist when a lost/missing/dropped item is potentially on/in an aircraft or in the path of affected aircraft movement areas. MOC will transmit all pertinent information about the Quick Freeze over all radio nets to assist in immediate location of the item. Ensure AMOPS and Munitions Control is notified upon Quick Freeze implementation and is aware of location and item involved.

10.8.1.1.1.1. **(Added)** Once a Quick Freeze is initiated all maintenance actions and aircraft movement in the affected areas will cease until the Quick Freeze is terminated. If the Quick-freeze is related to lost/missing/dropped objects, then the Production Superintendent/Expediter will ensure a thorough search of the affected area(s) is performed to expedite aircraft movement.

10.8.1.1.1.2. **(Added)** During the Quick Freeze, if it is determined that the missing item is not in a general area/sector, the Production Superintendent may determine an alternate taxi route for all unaffected aircraft and notify Squadron Operations.

10.8.1.1.1.3. **(Added)** If the item is found, the Quick Freeze will be terminated by the Production Superintendent in conjunction with Squadron Operations. MOC will notify 8 MXG/CC, 8 OG/CC, SOF, Munitions Control and AMOPS upon termination. If the item is not found, the Quick Freeze can only be terminated by the 8 MXG/CC, 8 OG/CC, or designated representative.

10.8.1.4.1. **(Added)** Cockpit FOD inspection requirements:

10.8.1.4.1.1. **(Added)** Inspection of the cockpit will be accomplished prior to reinstallation of the ejection seat and will be documented on the aircraft AFTO Form 781A as a Red X condition.

10.8.1.5.1. **(Added)** 8 MXG/MXQ will assign a control number for the CAF Form 145.

12.1.15.3. **(Added)** Ensure EOR and Hung Ordnance/Jammed Gun procedures are performed IAW 8 FWI 21-102, *Launch And Recovery and Explosive Loaded Aircraft: End of Runway Procedures and Hung Ordnance/Jammed Gun Procedures*.

12.2.2.27. **(Added)** Ensures the following F-16 loading options are adhered to:

12.2.2.27.1. **(Added)** MAU-12 bomb rack cartridge retainers (when empty) will be fully installed and safety wired with .032" safety wire in a tightening pattern as a means of certifying impulse cartridges are not installed in bomb rack breeches. Certification is void when the safety wire is broken or weapons functional/jettison checks are required.

12.2.2.27.2. **(Added)** Impulse cartridges will not be installed; however, applicable safety devices (MAU-12 pins, etc.) will be installed on stations configured with the following:

12.2.2.27.2.1. **(Added)** TER-9A/SUU-20, when empty or loaded with BDU-33 practice bombs.

12.2.2.27.2.2. **(Added)** LAU-117, when empty or loaded with TGM-65.

12.2.2.27.2.3. **(Added)** GBU-38, when loaded on parent or on BRU-57 only if mission dictates. Otherwise, the GBU-38 will be carted per Technical Order 1F-16C-33-1-2.

12.2.2.27.3. **(Added)** Umbilical retainer to captive AIM-9 missiles shall be connected if possible.

12.2.2.27.4. **(Added)** Captive AIM-9 nose covers, influence fuze covers and safety pins will be removed/installed at the aircraft parking spot prior to engine start/after engine shutdown.

12.2.2.27.5. **(Added)** Use of a load binder or tie-down strap is required when loading or transporting all munitions and suspension equipment (i.e., SUU20).

12.2.2.27.6. **(Added)** Performance of procedural steps under the major headings "Immediately Prior to Launch" and "Safing" will be accomplished at or near End of Runway. The MXG/CC is the deviation authority.

12.2.2.27.7. **(Added)** Torsion springs do not need to be installed for munitions loaded on a TER.

12.2.2.27.8. **(Added)** Aft swaybraces will be removed when a TER is configured for BDU-33 loading.

12.2.2.27.9. **(Added)** While performing aircraft munitions unloading operations fuzes/sensors may remain installed.

12.6.2.1. **(Added)** Aircraft scheduled for WLT will be at the WLT facility prior to the training start time. Table 12.6.2 outlines aircraft load training configuration requirements (coordinate exceptions with WS). The owning AMU must coordinate with WS before performing any maintenance on aircraft in-use as load trainers or before removing an aircraft from the WLT facility. AMUs may swap out aircraft on a noninterference basis with scheduled training.

Table 12.4. (Added) WLT Aircraft Configuration

Aircraft Forms.
Seats Installed.
Boarding Ladder Available.
Armament Pylons/MAU-12s installed on stations 3 and 7. LAU-129s installed on stations 1 and 9. Note: Must have at least one Block-50 pylon installed on station 3 or 7.
LAU-129 installed stations 2 and 8.
ALE-50 pylon installed station 2 or 8.
Centerline tank or Wing tanks on station 4 and 6.
Empty Chaff/Flare MODs installed.
Empty Operational Gun

12.17.1. **(Added)** WS will maintain a cart canister for the purpose of storing impulse cartridges removed from transient aircraft. The impulse cart canister will be painted red and clearly identified with the phrase TRANSIENT AIRCRAFT IMPULSE CARTS stenciled on the side. When tasked to remove/install impulse cartridges from/to transient aircraft, WS will coordinate a storage location.

12.17.2. **(Added)** Transient aircraft that are of the same MDS as aircraft based at Kunsan Air Base will receive inspection services in addition to standard follow-me, recovery, fuel servicing and launch operations.

12.17.3. **(Added)** Additional inspection services provided to Kunsan-specific MDS aircraft will include “Thru-flight” or “Combined Pre-flight/Basic Post-flight” inspections.

12.17.4. **(Added)** Transient aircraft with MDS other than those based at Kunsan Air Base (F-4/F-5) will be recovered, serviced and launched IAW 8FW LCL-MS/TA checklist(s), applicable-6WC technical orders, and/or applicable -33-1-2 weapons technical orders.

14.8.4.1. **(Added)** For aircraft in work by 8 MXS Maintenance Flight (Phase), the 8 MXS Production Supervisor will be the CANN Authority (CA). Before any item is removed from an aircraft in phase, both the 8 MXS Production Superintendent and AMU Production Superintendent must agree to the CANN action. If no agreement is reached the 8 MXG/CC/CD/CCC will be the final authority.

14.8.5.1. **(Added)** AMXS Supervision will assign a CANN Manager (CM). Assigning a CM can be delegated to AMU Supervision if required. The CM will accomplish the following:

14.8.5.1.1. **(Added)** Oversee/assist on all maintenance on the assigned aircraft.

14.8.5.1.2. **(Added)** Initiate the job standard in IMDS for aircraft being entered into CANN enhancement and ensures all applicable maintenance items are accomplished.

14.8.5.1.3. **(Added)** Review aircraft forms daily to ensure that all CANN actions are documented in the AFTO Form 781As, to include document numbers, references, and CANN numbers and all completed maintenance actions have been properly cleared.

14.8.5.1.4. **(Added)** Review IMDS daily to ensure all CANN actions are recorded in IMDS, with the JCN and document numbers reflecting the appropriate discrepancy in the aircraft forms.

14.8.5.1.5. **(Added)** Review IMDS daily to ensure all completed maintenance has been cleared in IMDS.

14.8.5.1.6. **(Added)** Review IMDS during records checks and related CANN actions to ensure part number/serial number of serial controlled items match.

14.8.5.1.7. **(Added)** Set priorities with the owning AMU Production Superintendent for all programmed weapons and avionics CANN enhancement maintenance.

14.8.5.1.8. **(Added)** Coordinate all CANN actions with the CA.

14.8.5.1.9. **(Added)** Provide 8 AMXS Production Superintendents with current status of CANN aircraft.

14.8.5.1.10. **(Added)** Coordinates with both AMU COSO representatives to ensure all CANN actions have been processed and that the status of MICAP parts has been updated.

14.8.5.1.11. **(Added)** Coordinate between the CA, AMU Production Superintendents, AMU P&S, and the performing work centers upon removal and installation of time change items.

14.8.5.1.12. **(Added)** Schedule a forms review with Plan and Scheduling and conduct a CANN pre-dock meeting with all applicable parties before the aircraft enters CANN status and perform a records check every seven days, thereafter.

14.8.5.2. **(Added)** An aircraft identified for CANN status is based upon days since last flight and not days in CANN status. Should the 45-day cycle be utilized, CANN rebuild will start on/around day 40 (aircraft will be recorded as a Category l Hangar Queen) and efforts to return the aircraft to MC status will be made on/around day 45. CANN rebuild will be scheduled on the Weekly Flying and Maintenance Schedule.

14.8.5.3. **(Added)** Aircraft in scheduled CANN status will be considered for CANN enhancement. In addition to the items listed above, CANN enhancement is the opportunity to improve fleet health by performing preventative maintenance during scheduled down time. Quality Assurance will maintain a list of these additional CANN enhancement requirements in the form of a JST.

14.8.9.1. **(Added)** Engine-to-aircraft CANN procedures:

14.8.9.1.1. **(Added)** The Propulsion Flight Chief or designated representative within the Propulsion Flight (8 MXS/MXMP) is the approval authority for all engine-to-aircraft CANNs.

14.8.9.1.2. **(Added)** Contact 8 MXS/MXMP for possible component availability which meets the time remaining criteria (10% life remaining, not including over fly) from available engines.

Otherwise, consideration of CANN aircraft should be given prior to removal of engine components from uninstalled spare engines.

14.8.9.1.3. **(Added)** Prior to implementation of the Propulsion RNI that eliminates the 8 MXG Propulsion Flight, coordinate with the Propulsion Flight Chief or designated representative within the Propulsion Flight (8 MXS/MXMP) for all engine-to-aircraft CANNs. After implementation and elimination, coordinate with the 8 MXG/CC, 8 MXG/CD, or designated representation for all engine-to-aircraft CANNs.

14.10.2. **(8 FW)** See 8FWI21-103, *Crash, Damaged or Disabled Aircraft Repair (CDDR) Plan*, for local CDDAR program instructions.

14.11.1.2.1. **(Added)** Wing or Unit DOP monitors ensure personnel are briefed on dropped object crosstells and findings on local dropped object incidents. Units will immediately notify MOC of all dropped objects.

14.11.1.4.1. **(Added)** The 8 FW FOD/DOP program monitor will establish and maintain a formal tracking system for all 8FW Form 8, *Dropped Object Worksheet*. Maintain all 8 FW Form 8 in accordance with RDS.

14.11.1.5.1.1. **(Added)** MOC reports all dropped objects to 8 MXG/CC, Wing Safety (8 FW/SE), 8th Operations Support Squadron, Airfield Management (8 OSS/OSAM) and the 8 FW FOD/DOP monitor.

14.11.1.5.4.1. **(Added)** The 8 FW FOD/DOP program monitor will:

14.11.1.5.4.1.1. **(Added)** Establish and maintain a formal tracking system for all 8FW Form 8, *Dropped Object Worksheet*. Maintain all 8 MXG Form 8 in accordance with RDS.

14.11.1.5.4.1.2. **(Added)** Investigate, determine causes, inform supervisors, and initiate corrective actions with assistance from 8 MXG/MXQ.

14.13.5.1. **(Added)** Additional EOR procedures and personnel requirements are located in 8FWI 21-102.

14.13.8.1. **(Added)** EOR will contact AMU with discrepancies found at EOR for input into 781 series forms and MIS.

14.13.8.2. **(Added)** EOR Supervisor will ensure all team members receive local procedures and safety training prior to assuming duties to include the EOR checklist, dangers of explosive loaded aircraft, and emergency procedures.

14.13.8.3. **(Added)** EOR Supervisor will forward discrepancies by email to squadron supervision daily at the end of flying.

14.15.18. **(Added)** Engine Run Quiet Hours. Engine operation between idle and 80 percent is authorized in PASs any time of day. Aircraft engine runs requiring power setting above 80 percent RPM will be placed inside the hush house between the hours of 2200-0600. Every effort to utilize the hush house will be explored before calling the 8 MXG/CC/CD to waive this policy.

14.19.2.3.1. **(Added)** All aircraft covers will be installed on aircraft to the fullest extent possible. Covers will be removed as required by technical order. All aircraft on daily flying schedule, to include spare aircraft will have covers removed approximately 1 hour prior to crew show to prepare for aircraft launch.

14.19.2.6.5. **(Added)** No hats on the flight line. Exceptions are government issued cold weather hats that have chin straps, stocking caps, bicycle safety helmets, navy bump helmets, tank driver helmets and combat helmets.

14.19.2.6.5.1. **(Added)** Do not wear any type of hat/helmet within 50 feet of the intake of an operating aircraft.

14.19.2.6.6. **(Added)** Ponchos will not be worn within 50 feet of the intake of an operating aircraft.

14.19.2.8.1. **(Added)** Each dispatchable CTK used on the flight line will have a FOD bag included.

14.19.2.9.1. **(Added)** Store all loose hardware in draw string (cloth) bags or zip lock plastic bags and annotate the bag with the quantity of each item (i.e., five bolts, five nuts). Furthermore, annotate the bag with the serial number of the aircraft, uninstalled engine, AGE, and/or off equipment component.

14.19.2.11.1. **(Added)** FOD sweepers/bosses are to be used in all aircraft movement areas in addition to daily FOD walks. They will be used a minimum of 2 hour per flying day, weather permitting. Any section not in possession of this equipment will coordinate with other sections to the maximum extent possible to meet this guidance.

14.19.2.11.1.1. **(Added)** AMUs will report to MOC FOD walk/FOD boss use start and stop times. MOC will log AMU FOD walk/FOD boss use start and stop times.

14.19.2.11.2. **(Added)** The 8 FW FOD Manager and/or 8 MXG/MXQ will perform a minimum of two spot checks per week to ensure FOD walks and FOD sweepers/boss use are being performed per this policy. Major FO found in any area is a failure (nuts, bolts, large rocks, any metal object). No more than two minor pieces of FO in FOD critical areas will be allowed (small rocks, soft items) and no more than five minor pieces of FO in FOD free areas.

14.19.2.11.3. **(Added)** In addition, all work centers within the 8 MXG will police the immediate areas outside of their respective facilities on a daily basis. The 8 MXG/MXQ will include these areas as part of their facility inspections to ensure compliance with this policy. FOD walks may also be initiated at any time per supervisory request due to obvious areas in need, or prior to any irregular aircraft operations.

14.19.2.11.4. **(Added)** Use of airfield sweeper should be coordinated through AMOPS at 782-4422.

14.19.2.11.5. **(Added)** Cancellation of daily FOD walks must be approved by the 8 MXG/CC or CD.

14.19.2.11.6. **(Added)** 8 LRS will perform a FOD walk, during each shift on Avenue B's roadway between taxiways Charlie and Foxtrot, to include the ECP/FOD roll over access points (North and South).

14.19.2.14.1. **(Added)** Empty all pockets prior to entering aircraft cockpit.

14.19.2.14.2. **(Added)** Individual Protective Equipment (IPE) such as helmets, flak vests, web gear, etc., will not be worn in aircraft cockpits or when performing cockpit maintenance. This does not include necessary protective gear such as hearing protection, eye protection, etc., as required.

14.19.2.15.1. **(Added)** If an aircraft is required to shut down due to inlet icing, write up the icing incident in the AFTO Form 781As and inspect the engine inlet 1st stage fan blades for potential damage.

14.19.2.15.2. **(Added)** The following procedures apply to maintenance engine runs or idling aircraft waiting to proceed during a potential ice FOD alert:

14.19.2.15.2.1. **(Added)** The production superintendent may authorize mission essential maintenance runs during icing conditions; however, he/she must ensure engine run times and power settings are kept to a minimum. If the mission essential maintenance run is accomplished at night, it is the responsibility of the production superintendent to ensure there is proper lighting.

14.19.2.15.2.2. **(Added)** The engine run operator is responsible for briefing the ice observers and ground observers on the intake danger areas, appearance of ice build-up and all applicable emergency ground safety procedures.

14.19.2.15.2.3. **(Added)** Prior to engine start during ice FOD conditions, as a minimum, clear an area three feet in radius of all standing water, slush, snow and ice directly below the intake.

14.19.2.15.2.4. **(Added)** During engine runs while in an icing condition, position a qualified individual safely in front and to the side of the aircraft to function as an ice observer and to watch for ice formation on the intake lip. The ice observer will observe from a distance of 15 feet if at idle and 25 feet above idle, as outlined in the T.O. 1F-16C(G)-00GV-00-1. The ice observer must remain in visual contact with the ground observer.

14.19.2.17.1. **(Added)** Bicycle riders shall stop and inspect their bicycle to ensure that all items are secured and do not pose a safety or debris risk to personnel or aircraft prior to entering the flightline areas.

14.19.2.20.1. **(Added)** Items permanently assigned to vehicle (e.g.: flashlights, FOD picks, ice scrapers, etc.) will be marked with the vehicle regulation number and annotated on the vehicle AF Form 1800, *Operator's Inspection Guide and Trouble Report.*

14.19.2.23.1. **(Added)** All F-16 intake and exhaust inspections will be documented in 781A series forms on a RED X.

14.19.2.23.2. **(Added)** Empty all pockets prior to wearing a bunny suit for engine inlet and exhaust inspections.

14.19.4.7.1. **(Added)** When flight chiefs appoint flight FOD/DOP representatives to assist the unit representative, letters of appointment for those flight representatives will be maintained in the unit continuity binder.

14.19.4.8. **(Added)** Each squadron commander will appoint Squadron FOD/DOP Prevention representatives and alternates. Forward a copy of the appointment letter to Wing FOD/DOP Prevention monitor.

14.19.4.8.1. **(Added)** A FOD bulletin board is kept at each unit location. One centrally located board may cover all shops located in a single building. Placement is at the discretion of the individual squadron, but the location must provide the greatest visual access to personnel. The squadrons are responsible for obtaining and maintaining the bulletin board. The space on the bulletin board may be shared provided the following items are displayed:

14.19.4.8.1.1. **(Added)** Most recent FOD Flashes published by the Wing FOD Prevention Monitor.

14.19.4.8.1.2. **(Added)** FOD Prevention Point of Contact visual aid.

14.19.4.8.1.3. **(Added)** Posters, pictures, and other items pertaining to FOD prevention.

14.19.4.8.2. **(Added)** Squadron commanders on the committee will forward a copy of the letter appointing their unit FOD/DOP prevention representative and alternate containing the individual's name, rank, duty phone, e-mail address, office symbol, and DEROS to the Wing FOD Manager.

14.19.4.8.3. **(Added)** Wing FOD/Squadron FOD prevention representatives will ensure a FOD continuity binder is maintained and set up as follows:

14.19.4.8.3.1. **(Added)** TAB A – Mission, Vision, and Goal Statement.

14.19.4.8.3.2. **(Added)** TAB B – FOD/DOP Program Talking Paper.

14.19.4.8.3.3. **(Added)** TAB C – FOD Manager Duties.

14.19.4.8.3.4. **(Added)** TAB D – Appointment Letters.

14.19.4.8.3.5. **(Added)** TAB E – Key Personnel/Contacts.

14.19.4.8.3.6. **(Added)** TAB F – FOD Council Information.

14.19.4.8.3.7. **(Added)** TAB G – Quarterly FOD Reports.

14.19.4.8.3.8. **(Added)** TAB H– Self-Inspection Checklists.

14.19.4.8.3.9. **(Added)** TAB I – FOD Flashes.

14.19.4.8.3.10. **(Added)** TAB J – FOD/DOP Training.

14.19.4.9. **(Added)** Conduct all engine and aircraft FOD investigations, assign control numbers, and forward information to the PACAF FOD Manager. Investigation is geared toward determining cause of damage, preventability, and assigning a dollar value for repairs based on parts and labor.

14.19.4.10. **(Added)** Send out FOD Flashes to all maintenance activities to highlight FOD issues and provide general information for the prevention of FOD.

14.19.5.1.1.1. **(Added)** Wing FOD Manager will conduct all engine and aircraft FOD investigations, assign control numbers, and forward information to the CAF FOD Manager. Investigation is geared toward determining cause of damage, preventability, and assigning a dollar value for repairs based on parts and labor.

14.19.5.15.1.1. **(Added)** Report Ice FOD damage to Wing FOD manager.

14.19.5.15.1.2. **(Added)** When FOD is confined to an aircraft engine a seven-level qualified technician will inspect the damage to determine if it is within serviceable or repairable limits.

14.19.5.15.1.3. **(Added)** If the damage is out of serviceable limits but repairable, notify the Wing FOD manager prior to performing the repair.

14.19.5.15.1.4. **(Added)** Conduct all engine and aircraft FOD investigations, assign control numbers, and forward information to the PACAF FOD Manager. Investigation is geared toward

determining cause of damage, preventability, and assigning a dollar value for repairs based on parts and labor.

14.19.6.2. **(Added)** 8th Fighter Wing, Vice Commander (8 FW/CV) and FOD manager will promote a wing wide quarterly FOD Prevention Poster contest, FOD Fighter of the Quarter contest, and Golden Bolt Awards. The Golden Bolt: The object has the words GOLDEN BOLT written on it and includes the phone number of the FOD manager. The object should NOT be placed in the vicinity of any taxiing aircraft and/or within 25' of any aircraft intake. Additionally, FOD Manager must have view of the object at all times while placed on the Airfield. Personnel finding the object will return it to the FOD manager. There may be up to three Golden Bolt winners per quarter. FOD Fighter of the Quarter: Supervisors may submit nominations in memorandum format to the FOD manager by the last day of the quarter. The FOD Council and/or the FOD manager select the winner based on the likelihood that the action taken by the individual will prevent a FOD mishap. FOD Prevention Poster of the Quarter: Individuals may submit entries to the FOD manager by the last day of the quarter. The FOD council and/or FOD manager selects the winner. FOD Fighter of the Quarter and FOD Prevention Poster winners will receive a plaque. All FOD recognition program winners will receive a one-day pass from the 8 FW/CV and Wolf Pack Won from the 8 FSS.

14.19.8. **(Added)** The decision to continue flying operations when icing conditions exist is made by the 35 FS and 80 FS Operations Officer (or Squadron Top Three) in consultation with the 8 OG/CC.

14.19.8.1. **(Added)** When potential for ice FOD exists, observe procedures in paragraph 14.19.2.15.2 to include proper lighting and positioning of ice observers.

14.19.8.2. **(Added)** If an aircraft is required to shut down due to inlet icing, write up the icing incident in the AFTO Form 781As and inspect the engine inlet 1st stage fan blades for potential damage.

14.20.1.1. **(Added)** Upon clearance of a repeat/recur/CND, the section chief will thoroughly review the action taken prior to personnel completing the job in MIS.

14.20.1.1.1. **(Added)** The discrepancy will be investigated using the most highly qualified technician(s) available. In addition, aircraft forms, IMDS and other source documents will be thoroughly reviewed using a minimum 90-day look back for previous corrective actions and possible trends/causes. Consult with AFETS/Tech Reps/System Program Office (SPO) Falcon Hotline for additional technical assistance as necessary.

14.20.1.1.2. **(Added)** When an aircraft/equipment component or Line Replaceable Unit (LRU) is changed to correct a repeat/recur or CND discrepancy, the activity effecting the removal must annotate repeat or recur or CND in discrepancy block of the AFTO Form 350.

14.20.3. **(Added)** Aircraft Servicing Documentation:

14.20.3.1. **(Added)** In addition to the required Red X servicing documentation, hydraulic, oil, Liquid Oxygen (LOX) and liquid nitrogen servicing will be documented in the aircraft forms as follows:

14.20.3.2. **(Added)** Each time aircraft servicing is performed, the servicing cart number will be placed in the AFTO Form 781A corrective action block of the servicing discrepancy or an

INFO/NOTE will be placed in the AFTO Form 781A with the servicing cart number referencing the original servicing discrepancy.

14.20.3.3. **(Added)** Use of an INFO NOTE page is authorized.

14.20.3.4. **(Added)** Exception: aircraft fuel servicing will be documented on the AFTO781H and the fuel truck number will be documented on the 781A INFO NOTE page IAW TO 00-20-1 when performed in conjunction with the -6 inspection TO.

14.20.3.5. **(Added)** User will maintain AF IMT 3126, *General Purpose*, for hydraulic, oil and liquid nitrogen servicing carts, and AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log*, for LOX carts. As a minimum, annotate aircraft tail number, component serviced, date/time, and employee number (AFTO Form 134/AF IMT 3126 will stay with the servicing carts).

14.20.3.5.1. **(Added)** Owning work center will maintain completed hydraulic and oil servicing AF IMT 3126 for a minimum of 30 days.

14.20.3.5.2. **(Added)** E/E will maintain completed liquid and gaseous oxygen servicing cart AFTO Form 134 and liquid nitrogen servicing cart AF IMT 3126 for a minimum of 2 weeks.

14.20.4. **(Added)** AFTO Form 244, *Industrial/Support Equipment Record*:

14.20.4.1. **(Added)** All individuals using support equipment must perform a forms review and a visual inspection of the equipment for defects and adequate servicing.

14.20.4.2. **(Added)** As a minimum, the supervisor review will be performed and documented on the AFTO Form 244, Part IV, every 180 days and when initiating a new AFTO Form 244.

14.20.4.3. **(Added)** Due to the potential ingestion of support equipment AFTO Form 244s by an Aircraft or Uninstalled Engine in building 2244 (Test Cell) and 2238 (Hush House 2), all AFTO Form 244s will be maintained in a separate binder, safe from the ingestion IAW 00-20-1, Para 7.2.1.5.

14.20.4.3.1. **(Added)** All required support equipment AFTO Form 244s for the Test Cell and Hush House will be maintained in the applicable building's binder and controlled by the applicable work center's support section. The building's binder will be checked out upon issue of Test Cell or Hush House keys to verify the serviceability of the support equipment.

14.20.4.4. **(Added)** AFTO Form 244s for munitions Y-stands may be stored in the weapons sections for 8 AMXS and the LSC office for Weapons Standardization.

14.23.8. Local Hot Pit procedures are located in LCL-8MXG-014 for F-16s and LCL-8MXG015 for F-15s.

14.27.1.1.1. **(Added)** Dock boxes within the PAS and Flow environment are considered office areas and break/ready rooms. As such, they will be kept free of toxic materials, chemicals, and/or industrial contaminants.

14.27.7.1. **(Added)** PAS/Flow floor plans will be followed IAW **Attachment 18 a, b, & c (Added-8FW)**.

14.27.7.2. **(Added)** Aircraft will not be marshaled over the top of equipment with the exception of items illustrated on **Attachment 18a (Added-8 FW)**. Additionally, prior to aircraft

taxi, all movable equipment will be placed behind the wingtips of the aircraft regardless of height or location with the exception of items illustrated on **Attachment 18a (Added-8 FW)**.

14.27.7.3. **(Added)** When performing aircraft launch from a PAS or Flow, the marshaller will position themselves at the launch position to ensure proper clearance prior to taxi. See **Attachment 17 (Added-8 FW)** for launch positioning. The marshaller moves as the aircraft moves to maintain proper clearance from the engine intake. The marshaller will remain in front of the aircraft until both wingtips completely clear the PAS or Flow.

14.27.7.4. **(Added)** Chocks will not be removed until the pilot signals for their removal. Once the chocks are removed, the B-man will move to the right wing-tip observation point as illustrated on **Attachment 17 (Added-8 FW)**. The B-man will move forward as the aircraft taxis while maintaining line of sight with both the right wingtip and the marshaller, and will indicate the wing tip is clear by giving a "thumbs up" until the right wingtip has cleared the PAS.

14.27.7.5. **(Added)** Aircraft will be recovered on PAS apron at an approximate 45 degree angle to ensure aircraft is positioned in such a manner to allow adequate tow vehicle clearance. See **Attachment 17 (Added-8 FW)** for 45 degree taxi position. All required items (Fire Bottle, -21 covers, stands, etc.) for aircraft recovery, will remain off of recovery pad until required by TO or aircraft shutdown. During aircraft recovery, the marshaller will position him or herself in such a manner to ensure visual contact with aircraft commander and ground personnel prior to aircraft initiating turn. The marshaller will ensure all other marshaling requirements are maintained such as, but not limited to, ensuring proper clearance of both wingtips, remaining in clear view of aircraft commander and ensuring all required items are secured prior to recovery.

14.27.7.6. **(Added)** While positioning any vehicle within 25 feet of an aircraft, the marshaller will be positioned between the vehicle and aircraft in clear view of vehicle driver. All obstructions within the vehicle movement area will be removed prior to moving the vehicle towards the aircraft. If items cannot be removed, use additional spotters. A chalk will be placed between the vehicle and the aircraft in such a manner to stop the vehicle before making contact with the aircraft. The marshaller will follow all other requirements.

14.27.7.7. **(Added)** Aircraft will not be towed within 25 feet of obstruction without wing walkers actively monitoring the clearance between wingtip and obstruction. If aircraft is being backed into any facility, there will be a tail walker in position monitoring the aft clearance of the aircraft. If at any time the aircraft is in danger of colliding with the obstruction the wing/tail walker will signaling the tow supervisor with the most effective means immediately to prevent collision.

14.27.9.2.2. **(Added)** When directed by the 8 MXG/CC, munitions will be pre- positioned in aircraft shelters.

14.27.9.2.3. **(Added)** Responsibilities. Locations for placement/storage of munitions will be coordinated through the Munitions Flight (8 MXS/MXMW) and respective AMU weapons section. Munitions may be positioned on Y stands as indicated on the PAS floor plan and AFMAN 91-201, *Explosive Safety Standards.*

14.27.9.2.4. **(Added)** 8 MXS/MXMW will:

14.27.9.2.4.1. **(Added)** Deliver AGM-65 missiles on trailers containerized and stored in their shipping/handling containers inside the structures. Do not stack containers in PASs or aircraft shelters.

14.27.9.2.4.2. **(Added)** Post applicable fire symbol at the Whiskey Gate entrance to the flight line from the MSA upon introducing munitions on the flight line.

14.27.9.2.5. **(Added)** AMU Weapons Section will:

14.27.9.2.5.1. **(Added)** Notify the MOC of fire symbol changes made to the PASs and Flows and report munitions location changes to Munitions Control.

14.27.9.2.5.2. **(Added)** Post applicable fire symbols at entry control points, with the exception of the Whiskey gate

14.30.2. EOR Red Ball Maintenance: If an aircraft requires extensive maintenance, the pilot will taxi back to the parking spot or suitable location as determined by the AMU Production Superintendent. Opening engine cowlings to tighten loose lines while the engine is running is not authorized. Aircraft will taxi to a designated parking location and s hut down before beginning repairs within the engine bay area. Only light maintenance is authorized in EOR area (i.e., tightening loose screws/bolts/clamps, safe-tying or securing electrical harnesses).

14.30.2.3. **(Added)** The Flight Line Expediter will:

14.30.2.3.1. **(Added)** Reference the MESL to determine appropriate aircraft status.

14.30.2.3.2. **(Added)** Notify MOC, AMU Production Superintendent and Debrief of the discrepancy and the Red Ball maintenance start time.

14.30.2.3.3. **(Added)** Ensure Red Ball maintenance safety procedures as well as all appropriate T.O.s are available and strictly adhered to.

14.30.2.3.4. **(Added)** Ensure Debrief provides a job control number for IMDS data entry.

14.30.2.3.5. **(Added)** Review AFTO Form 781 series forms and ensure that all appropriate documentation is performed.

14.30.2.3.6. **(Added)** If applicable, order parts through AMU Support Section as outlined in the parts Quick Reference List.

14.30.2.3.7. **(Added)** If applicable, dispatch the appropriate section expeditor to the supply warehouse for parts pick up.

14.30.2.3.8. **(Added)** Notify AMU Production Superintendent, MOC and Debrief of the Red Ball maintenance stop time, ground abort, use of spare aircraft, etc.

14.30.2.3.9. **(Added)** Ensure all T.O.s, tools, rags, diapers, parts, unused supplies and checklist are accounted for before aircraft is allowed to taxi.

14.30.2.4. **(Added)** AMU Production Superintendent reviews AFTO Form 781 series and reaccomplishes aircraft exceptional release as required.

14.30.2.5. **(Added)** Debrief ensures IMDS entry is cleared after completion of all Red Ball maintenance actions.

Table 14.1. Mandatory Special Certification Roster (SCR) and prerequisites

ITEM	Mandatory SCR Item Titles	Prerequisites
46	Sublocated CTK/Equipment Inventory Verification	SSgt or higher, minimum 7-skill level (or civilian equivalent) (Note 2)
NOTE: 2----Approved by MOO/MX SUPT		

14.37.1. IFF Mode IV POC will be the Wing Avionics Manager

14.38.4.4.1. **(Added)** Ensure an NCO assumes duties as OAP manager for all deployments where appointed managers are not present. Duties will be for duration of deployment and shall include all OAP matters. OAP familiarization training should be conducted prior to deployment.

14.38.9.8. **(Added)** Deployed OAP Manager:

14.38.9.8.1. **(Added)** Ensures OAP monitor familiarization training is scheduled and completed (training shall be conducted by OAP lab personnel only).

14.38.9.8.2. **(Added)** Ensures RED CAP samples are delivered to OAP lab by most expeditious means available, identifying each sample on envelope and DD Form 2026, *Oil Analysis Request* (red borders) as RED CAP to accommodate priority sample analysis.

14.38.9.8.3. **(Added)** Ensures a Red X entry is placed in appropriate AFTO Form 781 A as RED CAP or Special Surveillance sample required, awaiting OAP Lab results.

14.38.9.8.4. **(Added)** Red X entry shall only be cleared once OAP lab personnel have analyzed sample and acceptable results have been obtained.

14.38.9.8.5. **(Added)** F110-GE-100 Engine Guidance:

14.38.9.8.6. **(Added)** New/Rebuilt/Overhauled Engines:

14.38.9.8.7. **(Added)** While on code E, shall not fly cross-country unless waived, in writing, by 8 MXG/CC.

14.38.9.8.8. **(Added)** Drain and flush procedures should only be conducted after consulting OAP lab and 8 MXS/MXMP personnel to verify no adverse trends are present. Inadvertent use of this procedure can mask or hide impending component failures. Drain and flush procedures used to reduce or eliminate wear metal concentrations is strictly prohibited.

14.38.9.8.9. **(Added)** Upon visual confirmation of excessive debris as established by tech-data, enter a Red X in aircraft forms, pending SEM/EDX results.

14.38.9.8.10. **(Added)** Prepare historical OAP data for transferring/deploying engines as requested.

14.38.9.8.11. **(Added)** Ensures cross-country OAP paperwork is requested at least one duty day prior to scheduled aircraft departure (Friday if scheduled departure is on Monday).

14.38.9.8.12. **(Added)** Ensures cross country OAP paperwork is requested at least one duty day prior to scheduled aircraft departure (Friday if scheduled departure is on Monday).

14.38.10.6. **(Added)** Transient maintenance personnel will deliver transient samples, with completed DD Form 2026 and transient OAP paperwork (if available) to OAP lab and allow sufficient time for sample processing and return of paperwork prior to aircraft departure.

14.38.10.7. **(Added)** Transient maintenance personnel will retrieve processed OAP paperwork and return it to transient aircraft forms prior to departure.

14.38.11. **(Added)** Flight line supervision will:

14.38.11.1. **(Added)** Ensure oil servicing carts are sampled weekly and delivered to OAP lab for analysis.

14.38.11.2. **(Added)** Ensure servicing carts that are not sampled weekly are removed from service and a Red X entry placed in AFTO Form 244 pending analysis results.

14.38.11.3. **(Added)** Ensure carts exceeding **Table 14.3** criteria are placed on code B (Resample ASAP, do not change oil) immediately and removed from service. The servicing tank will be checked for visible contamination (i.e., floating debris, water, etc.) and a resample taken and analyzed.

14.38.11.4. **(Added)** Ensure carts with visible contamination are immediately removed from service, drained, inspected for source of contamination, flushed and serviced. A resample shall be taken after servicing and delivered to the OAP lab for analysis.

14.38.11.5. **(Added)** Ensure carts exceeding **Table 14.3** criteria, after analysis of resample, are placed on code J (Drain and Flush), removed from service, drained, flushed and cleaned. A resample will be taken after servicing and delivered to OAP lab for analysis.

14.38.11.6. **(Added)** Ensure aircraft requiring RED CAP sampling are not flown/ until sample results are known. Aircraft already airborne when RED CAP status is identified will be sampled immediately upon returning to parking spot.

14.38.11.7. **(Added)** Ensure aircraft requiring RED CAP sampling are returned to chocks and do not proceed across Hot Pits.

14.38.11.8. **(Added)** NDI section will immediately notify applicable organizations/MOC of oil servicing carts OAP samples that are not received on first duty day of the week.

SAMUEL C. HINOTE, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFH 32-1084, *Facility Requirements,* 1 September 1996

AFMAN 33-363, *Management of Records,* 1March 2008

CAFI21-105, *Fabrication Program,* 5 Sep 2012

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T.O. 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment,* 12 Jan 2010

TO 31R2-1-251, *General Instructions Transmission of False Distress Signals on*

Emergency Frequencies, 11 Sept 05

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8FWI 13-213, *Airfield Driving Program,* 10 May 2013

8FWI 21-102, *Launch and Recovery and Explosive Loaded Aircraft*, 21 Nov 2012

8FWI 21-103, *Crash, Damaged or Disabled Aircraft Repair (CDDAR) Plan,* 28 Nov 2012

8FWI 91-301, *Protective Aircraft Shelter (PAS) and Hangar Door Operation,* 31 Jul 2012

8FW LCL-MS/TA, *Checklists*

8 MXGOI 21-103, *Alternate Mission/Normally Installed Equipment Accountability*, 15 April 2009

LCL-8MXG-003,*Functional Checklist, Quick Response Checklist, and*

Emergency Action Checklists and Procedures For Flight Line/Maintenance Personnel

LCL-8MXG-014 for F-16s, *Hot Pit Supervisor Functions*

LCL-8MXG-015 for F-15s, *Hot Pit Supervisor Functions*

Prescribed Form

8FW Form 8, *Dropped Object Worksheet*

Adopted Forms

AF Form 483, *Certificate of Competency*

AF Form 847, *Recommendation for Change of Publication*

AF Form 2434, *Munitions Configuration and Expenditure Document*

AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing*

AFTO Form 290, *Aerospace Vehicle Delivery Receipt*

AFTO Form 345, *Aerospace Vehicle Transfer Inspection Checklist and Certification*

AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log*

AF Form 2410, *Inspection/TCTO Planning checklist*

AF IMT 3126, *General Purpose*

DD Form 2026, *Oil Analysis Request*

8 MXS Form 4, *Wash Rack Hangaring and Inspection Checklist*

8 MXG Form 12, *Flight Safety Worksheet*

8 MXG Form 16, *Hangaring Entry Checklist*

Abbreviations and Acronyms

AAM—Automated Forms Print

AFFF—Aqueous Film-Forming Foam

AMOPS—Airfield Management Operations Section

CCS—Combat Cross Servicing

DRC—Debrief Sortie Recap

EPU—Emergency Power Unit

EST—Summarized Detail Status

FLCS—Flight Control System

FTR—Fix Time Report

IO—Impoundment Official

IPE—Individual Protective Equipment

MCE—Maximum Credible Event

PRA—Planning Requirement Report

PTI—Parts Tracked Inquiry

QMH—Maintenance History Report

RF—Radio Frequency

ROKAF—Republic of Korea Air Force

RTW—Radar Threat Warning

RTWS—Radar Threat Warning System

SAE—Shop Equipment Inquiry

SEM/EDX—Scanning Electron Microscope/Energy Dispersive using X-ray

SPL—Single Person Launch

STL—Serial Number Detail Report

TA—Transient Alert

TP—Target Practice

Attachment15 (Added)

ASSIGNED MANUAL JOB CONTROL NUMBERS OPR: 8 MOS/MXOOP

A15.1. (Added) Assigned Manual Job Control Numbers OPR: 8MOS/MXOOP

A15.1. 8th Fighter Wing and Group Agencies:		
A15.1.1.	0001–2000	Reserved
A15.1.2.	2001–2099	Maintenance Operations Center
A15.1.3.	2100–2199	MOF PS&D
A15.1.4.	2200–2299	Current Operations Flight
A15.1.5.	2350–2399	8 MXG Maintenance Supply Liaison
A15.1.6.	2400–2499	8 MXG/QA Quality Assurance
A15.1.7.	2500–2549	8 MXG/MXQA Transfer Inspection
A15.1.8.	2550–2599	Reserved
A15.1.9.	2600–2699	8 MXG/MXQA Functional Check Flight
A15.1.10.	2700–2799	8 MOS Engine Management
A15.2. 8th Maintenance Squadron (8 MXS):		
A15.2.1.	Maintenance Flight:	
A15.2.2.	2800–2899	Transient Alert
A15.2.3.	2900–2999	Wheel and Tire
A15.2.4.	A300–A399	Phase Block 40 (400 FLT Hour Phase)
A15.3.	AGE Flight:	
A15.3.1.	3000–3499	AGE Inspections
A15.3.2.	3100–3799	AGE Maintenance
A15.3.3.	3200–3999	AGE SPUD

A15.4.	Munitions Flight:	
A15.4.1.	4000–4099	CSU
A15.4.2.	4100–4199	35 FS
A15.4.3.	4200–4299	80 FS
A15.4.4.	4300–4499	Reserved
A15.5.	Armament Flight:	
A15.5.1.	4500–4599	Support Section
A15.5.2.	4600–4699	AME Section
A15.5.3.	4700–4749	Missile System PE1
A15.5.4.	4750–4799	Missile System PE2
A15.5.5.	4800–4849	Missile System PE3
A15.5.6.	4850–4899	Missile System PE4
A15.5.7.	4900–4949	Missile System PE5
A15.5.8.	4950–4999	Missile System PE6
A15.6.	Fabrication Flight:	
A15.6.1.	5000–5049	Reserved
A15.6.2.	5050–5099	Metals Technology
A15.6.3.	5100–5149	Structural Repair
A15.6.4.	5150–5199	Reserved
A15.6.5.	5200–5249	Non-Destructive Inspection
A15.6.6.	5250–5399	Reserved
A15.7.	Fabrication Flight:	

A15.7.1.	5400–5449	Electric/Environmental
A15.7.2.	5450–5499	Pneudraulics
A15.7.3.	5500–5549	Reserved
A15.7.4.	5550–5599	Fuel Systems
A15.7.5.	5600–5649	Egress
A15.7.6.	5650–5699	Reserved
A15.8.	Propulsion Flight:	
A15.8.1.	5700–5749	Jet Engine/Test Cell
A15.8.2.	5750–5899	Reserved
A15.8.3.	5900–5949	Engine Support Equipment
A15.8.4.	5950–6099	Reserved
A15.9.	Integrated Avionics Flight:	
A15.9.1.	6100–6149	Automated Test Equipment
A15.9.2.	6150–6199	AIS
A15.9.3.	6200–6299	ECM
A15.10.	8th Fighter Wing Maintenance Deployments:	
A15.10.1.	6300–6399	35 AMU Mobility Package 1
A15.10.2.	6400–6499	35 AMU Mobility Package 2
A15.10.3.	6500–6599	80 AMU Mobility Package 1
A15.10.4.	6600–6699	80 AMU Mobility Package 2
A15.10.5.	6700–6799	8 MXS Mobility Package 1
A15.10.6.	6800–6899	8 MXS Mobility Package 2

A15.11.	35/80th Aircraft Maintenance Activities:	
A15.11.1.	6600–6699	35 AMU Flightline Maintenance
A15.11.2.	6700–6799	80 AMU Flightline Maintenance
A15.11.3.	6800–6899	35 AMU COSO
A15.11.4.	6600–6699	80 AMU COSO
A15.11.5.	6700–6799	35 AMU Debrief
A15.11.6.	6800–6899	80 AMU Debrief
A15.11.7.	6800–6899	35 AMU PS&D
A15.11.8.	6600–6699	80 AMU PS&D
A15.11.9.	6700–6799	35 FS Aircrew Flight Equipment
A15.11.10.	6800–6899	80 FS Aircrew Flight Equipment
A15.12.	Reserved for Future Use:	
A15.12.1.	8100–9999	Reserved

Attachment 16 (Added)

ORGANIZATION WORKCENTER CODE FOR TOOL MARKING/ETCHING 8TH MAINTENANCE GROUP

Table A16.1. (Added) Organization Work center Code for Tool Marking/Etching 8TH Maintenance Group

Quality Assurance	KUQA	WSS KULB	
80 AMU	KU80	EOR KUER	
35 AMU	KU35		
8TH MAINTENANCE OPERATIONS FLT			
MTF	KUMT		
8TH MAINTENANCE SQUADRON			
Accessories Flight		**AGE Production Support**	KUMG
Fuels	KUFU	AGE Inspections	KU5C
Egress	KUEG	AGE Maintenance	KU0C
Pneudraulics	KUPN	AGE WRM	KU8C
Elec/Enviro	KUEE		
Armament Flight		**Avionics Flight**	
Support	KUAR	AIS	KUAI
AME	KUAM	Sensors	KUSN
		ECM	KUEM
Fabrication Flight		**Maintenance Flight**	
Structural	KUFB	Phase	KUPH
NDI	KUND	T/A	KUTA
Metals	KUME	Wheel/Tire	KUWT
Munitions Flight		TMDE Type II	KUPM
Conv Maint	KUCV		
Equipment	KUEQ	**Propulsion Flight**	KUMP
Inspection	KUIN	JEIM	KUJE
Missiles	KUMI	Test Cell	KUTC
Storage	KUST	Non Powered AGE	KUPA
Plans and Training	KUBR		
8TH OPERATIONS SUPPORT SQ			
8 OSS Aircrew Flight Equipment		KUSV	
35 FS Aircrew Flight Equipment		KU3L	
80 FS Aircrew Flight Equipment		KU8L	
8TH LOGISTICS READINESS SQ			
Petrolium Oil Lubricate (POL)		KUPL	

Attachment 17 (Added)

PAS FLOOR PLAN

Figure A17.1. (Added) PAS Floor Plan

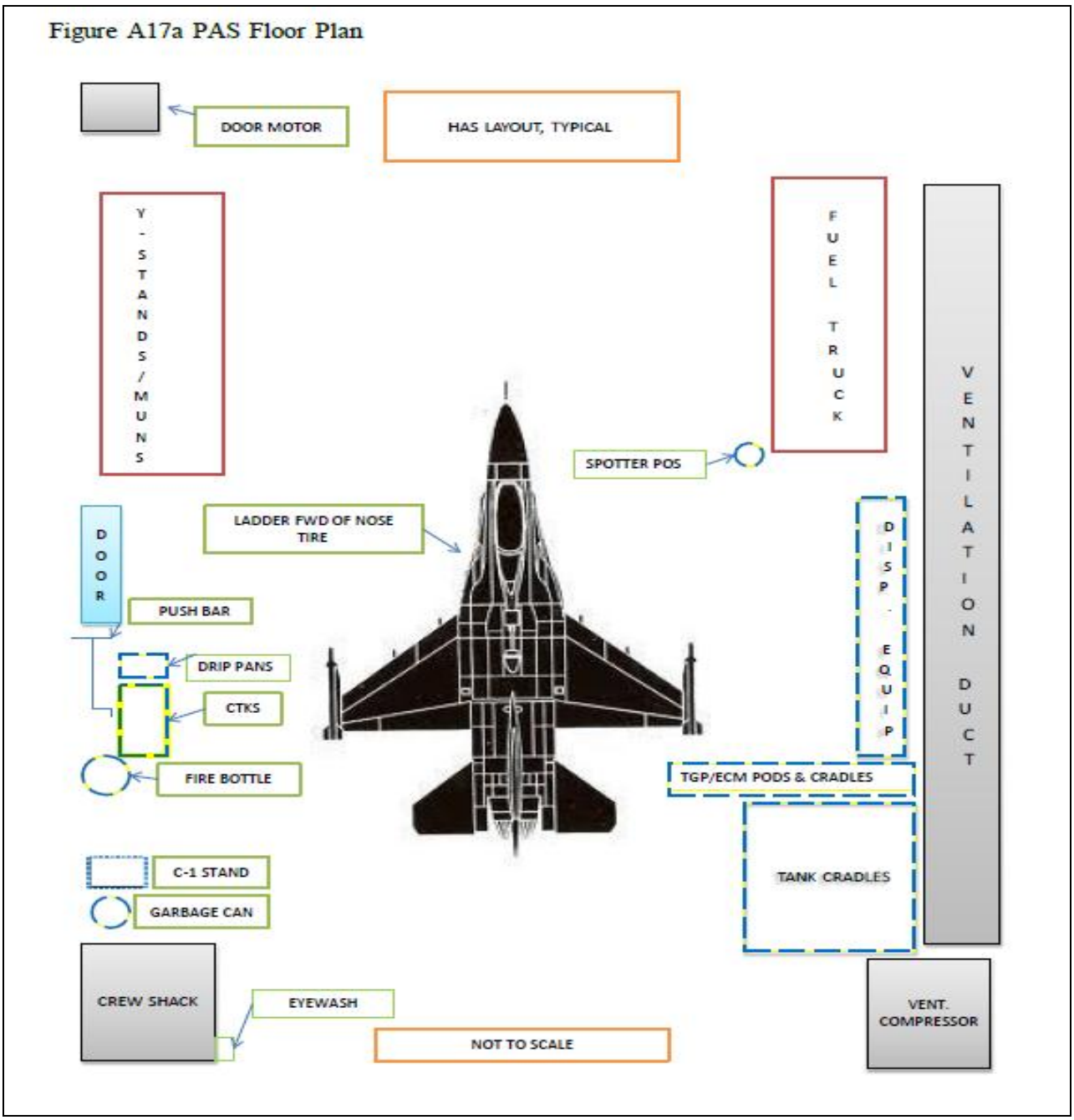


Figure A17.2. (Added) Juvat Flow Layout

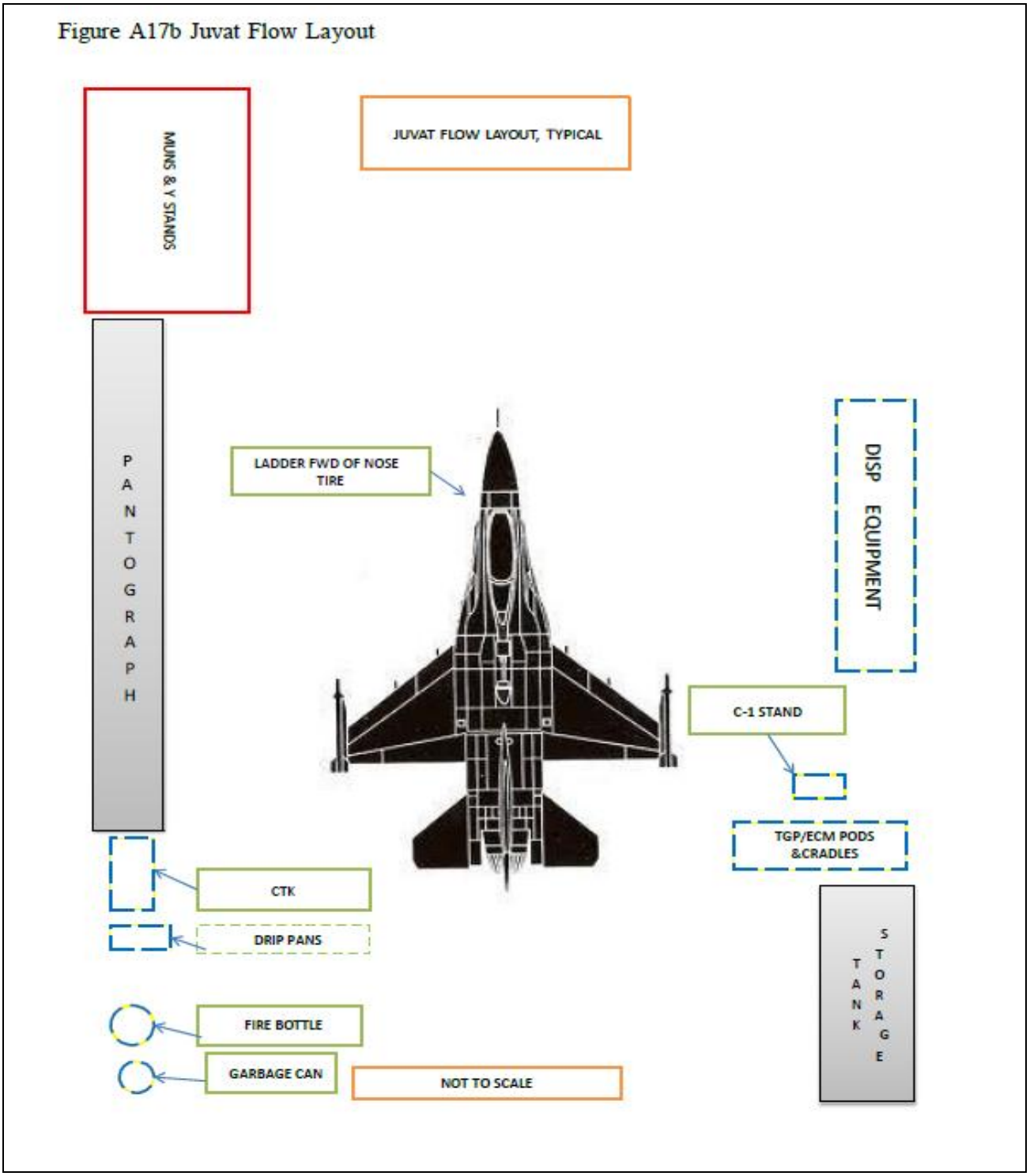
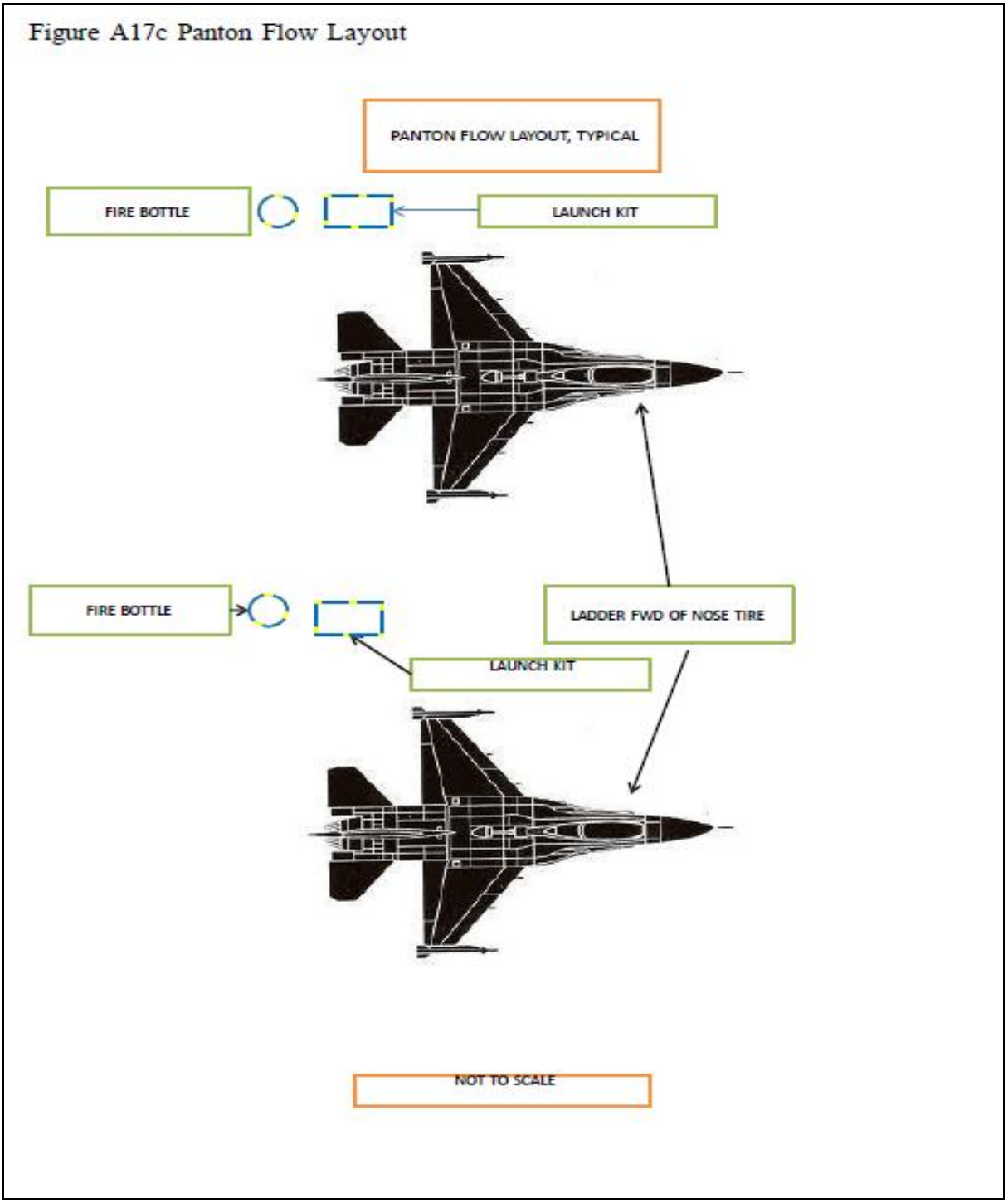


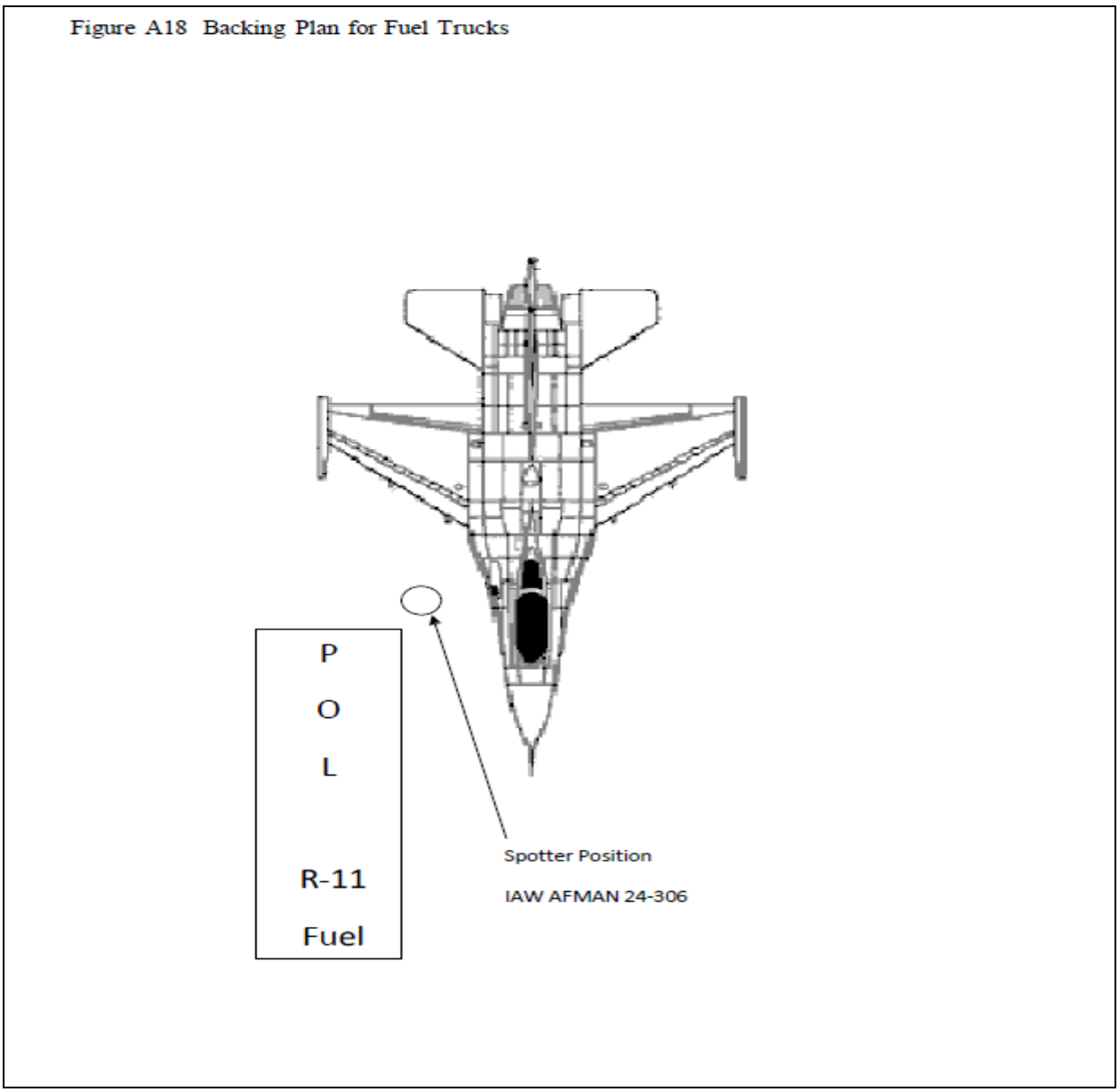
Figure A17.3. (Added) Panton Flow Layout



Attachment 18 (Added)

BACKING PLAN FOR FUEL TRUCKS

Figure A18.1. (Added) Backing Plan for Fuel Trucks



Attachment 19 (Added)

DOUBLE STUFFING TWO F-16S IN ONE PAS

Figure A19.1. (Added) Double Stuffing Two F-16s in one PAS